monthly report



NEW JERSEY STATE HIGHWAY DEPARTMENT

NJ HE 356 NS NS NS NS NS 1966

LOCAL GOVERNMENT AID

GENERAL

All phases of the State Aid Program are becoming active. Wet weather at end of period curtailed some activities.

State Aid Project Status

	Under way Beg. of Per.	Started Dur. Per.		Under way End of Per.
Munic. Constr.	58	12	6	64
Munic. Maint.	3	0	0	3
County Constr.	0	0	0	0
County Maint.	3	0	0	3
Tota1	64	12	6	70

The District Offices completed the compilation of field data for the State Aid preferred System of Local Roads. A review of the project is being made to insure continuity of the road network between District areas.

Approximately 25% of the Road Mileage Questionnaires required to compute the 1967 Formula Allotments have been received.

A total of sixty-one applications in the amount of \$3,314,506.53 have been received requesting State Aid under Chapter 244 P.L. 1964, which provides State Aid to counties and municipalities for roads destroyed by vehicles of the gross weight of 40,000 lbs. and issued



LOCAL GOVERNMENT AID, cont'd.

constructors registration plates. An appropriation of \$200,000 was provided for this program.

The following five municipalities have entered into an agreement with the State Highway Department for State participation in the cost of the lighting of highways under the Department's Reimbursed Highway Safety Lighting Program: Sea Bright Borough, Monmouth County; Union Township, Hunterdon County; Andover Borough, Lafayette Township and Vernon Township, Sussex County. A total of three hundred and seven municipalities and twenty-one counties now participate in the Department's Reimbursed Highway Safety Lighting Program.

The District Offices have been continuing the processing of Municipal Aid Schedules of Work, County Aid Work Programs, Municipal and County Aid Certificates of Expenditures and Construction and Maintenance and Repair Plans and Specifications.

COUNTIES

County forces were actively engaged in making temporary repairs and patching roads damaged during the winter.

Twenty-nine items of work were received in the Division Office for final review. Final action was completed on twenty-five items.

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LOCAL GOVERNMENT AID, cont'd.

MUNICIPALITIES

1966 Construction Funds were allotted to eighty-one municipalities in the following five counties: Atlantic, Camden, Cape May, Mercer and Union.

Municipal forces were engaged in normal maintenance operations.

Two hundred and nine items of work were received in the Division Office for final review. Final action was completed on four hundred and eighty items.

BUREAU OF MAINTENANCE

ENGINEERING PROJECTS

Bituminous Concrete Resurfacing - By Contract:

Route 30, Absecon - Preparation of plans and specifications. Completed - Bids May 5, 1966.

Route 444, Garden State Parkway - vicinity of New Jersey Turnpike Interchange - Preparation of plans and specifications. Completed - Bids May 19, 1966.

Route 69, Bull Run Road to North of Penmington Circle - Preparation of plans and specifications. Completion - Advertisement - May.

Route 28, Roselle Park, Cranford, Westfield - Preparation of plans and specifications. Completion - Advertisement - May.

Route 71, Eatontown, West Long Branch - Preparation of plans and specifications. Completion - Advertisement - June.

Removal of Contaminated Soil:

Route 94, Frelinghuysen Township - Preparation of plans and specifications for excavating and replacing contaminated soil. Completion - Advertisement- May.

Proposed Fencing:

Route I-287 - Preliminary investigation conducted for proposed fencing of Route I-287 from Route 1 to Bedminister.

TRAINING

Mechanical Spreader Preventive Maintenance:

Preventive Maintenance Program for Mechanics has been developed. Training to start in May.

Material Spreader Operation:

Information and visual aides being assembled for spreader operators training program - continuing.

Sweeper Training Program:

Wayne Sweeper School held during month of April. Other makes to be scheduled.

Number of Employees	Course
3	Basic Statistics
3	Basic Management
3	Supervisory Principles and Techniques
9	Managerial Use of Statistics

SIGNS AND LINES

Traffic Line Painting - By Contract:

eal Feet	Completed
13,211	
t July 11, 1966.	
28,323	33,757
57,473	
84,017	
90,540	36,218
	13,211 t July 11, 1966. 28,323 57,473 84,017

Two applications - first started April 17, 1966
- second to start September 11, 1966

Contract #3

4" edge line - white 4,592,821

One application - work to start June 13, 1966.

Contract #4

4" edge line - white 4,948,799

One application - work to start August 8, 1966.

Traffic Line Painting - By Department:

	4" Lane Line White	4" Lane Line Yellow	.4" Edge Line White	6" Line White
During April	979,631	112,701	44,665	47,441
Total to Date	1,230,911	. 112,701	182,126	79,295

Signs Fabricated and Erected - By Department:

	Fabricated	Erected
During April	892	1,231
Total to Date	6,214	5,587

BRIDGES

Bridge Painting - By Contract:

Contract #1	Contract	Completion
13 Bridges - Routes 30, 76, 168, 295 - Camden County	\$19,177	
Contract #2		
4 Bridges - Route 1, Mercer County	\$ 9,312	



Con	tra	ct	#3
			41 -

State-Wide

13 Bridges, Routes 1 & 9, \$48,555
Essex County

Contract #4

1 Bridge - Route I-80 - \$28,559
Passaic & Bergen Counties

Contract #5

5 Bridges - Routes 21 & I-280 \$22,549
Essex County

Contract #6

8 Radio Towers and Masts \$ 3,200

Bridge	Rehabilitation - By Contract:		
		Plan	Status
Route	Bridge	Preparation	of Plans
21	Waverly Yards R.R. Deck Repairs	Bridge Div.	25%
130	R.R. Overpass, Hightstown	Bridge Div.	2% *
1	Raritan Rv New Brunswick	Bridge Div.	3% *
3	NYS & W.R.R Deck Repairs	Bridge Div.	6%
9	Cape May Canal - Bulkhead	Bridge Div.	100%
495	Bridge over Rt. 1 & 9 and NYS & W.R.R.	Bridge Div.	Study
88	Inland Waterway - Rock Fill	Bridge Div.	70%

^{*} Work stopped pending decision on design and new structure.



Bridge Fencing - By Contract:

erraner i transferi i transfer		Plan	Status
Route	Bridge	Preparation	of Work
1	State St., Trenton	Complete	Contract Awarded
1	Perry St., Trenton	Complete	Contract Awarded
3	Paterson Plank Rd. & Pedestrian Bridge	Complete	Contract Awarded
21	Entine Road, Delawanna	Complete	Contract Awarded
23	Miller Road, Butler	Complete	Material Request Processed
29	Calhoun Street, Trenton	Complete	Contract Awarded
30	Baird Boulevard, Camden	Complete	Contract Awarded
37	Route 130 Overpass, Yardville	Complete	Contract Awarded
46	Van Mouten Ave., Clifton	Complete	Material Request: Processed
130	Groveville Rd., Yardville	Complete	Contract Awarded
130	Crosswicks Rd., Yardville	Complete	Contract Awarded

CONSTRUCTION

Maintenance Forces - Institutional Roads:

Department	Total Projects	Completed To Date	In Progress During April	Completed In April
Institutions &	. 6	600	5	-
Agencies Law & Public Safety	1	1		-
Education	4	***	1	~
Defense	3	000	400	-
Conservation	10	•••	3	
Purchase & Property	000	èm · ·	44	. 400
Buildings & Grounds			446	

Maintenance Forces - Highway Projects:

Department	Total Projects	Completed To Date	In Progress During April	Completed In April
Channelization	9	3	2	1
Drainage	6	1	-	1
Miscellaneous	11	3	4	1



Projects Completed:

Routes 9 & 35 - Sayreville - Island closing.

Route 29 - Ewing Township - Drainage Improvement.

Route 1 - Trenton Freeway - Guard rail construction.

LANDSCAPE

Mowing by Contract:

Bids received April 7, 1966, for mowing of 1,200 acres on Route I-287 between Routes 1 and 22. Low Bid - Henry L. Bruno - \$21.50 per acre.

Living Snow Fence:

Bids received on April 7, 1966, for the planting of living snow fence on various routes. Low Bid - L. Lucas, Inc., Keyport - \$19,928.00.

Chemicals Sprays:

Dow Chemical Company applied chemical spray to control growth of Broadleaf weeds on Route I-287 between Stelton Road and Weston Canal Road. Original treatment applied by Daw during 1965. (Experimental)

PERMITS

Encroachments:

Survey being conducted of number of telephone booths installed within right-of-way.

Permits Issued by District Offices:

Districts	1	2	3	4	Total
During April	49	59	156	91	355
Total to Date	223	238	431	329	1,221

WINTER EVALUATION

Annual meeting held on April 6. Reports presented on material spreader operation study conducted during the winter season and training program for operators to be initiated. Proper chemical storage methods explained by representative of Calcium Chloride Institute.



SALT CONTAMINATION

Thorough study being conducted by District #1 of possible soil contamination at Branchville Storage Yard.

SAFETY

Safety Projects Completed:

Route 82 and Warren Avenue, Union - Closing of island opening.

Route 24 and Timbers Acres Road, Short Hills - Improve sight distance at intersection.

SPRING CLEAN-UP CAMPAIGN

Emphasis placed on the cleaning of debris and winter abrasives from the right-of-way. Storage yards to be cleaned and placed in orderly condition.

DIVISION OF RESEARCH

FOG STUDY

Great strides have been made during this month on the conversion of space at Mercer County Airport into a fog room. It is expected that with delivery of the air compressor and nozzles that the major work will be completed early in May and that a new series of tests with improved models of the 'fog broom' will be initiated shortly thereafter.

INTERSECTION DESIGN

Newark College of Engineering completed field work on a portion of the subject project at the intersection of U.S. Route 22 and New Providence Road in Mountainside.



DIVISION OF RESEARCH, cont'd.

MILEPOST SYSTEM FOR NEW JERSEY STATE HIGHWAYS

A proposal on the feasibility of installing mileposts on the New Jersey State Highway System has been submitted for departmental review. The primary purpose behind the proposal is to facilitate improved accident reporting procedures.

DOLOMITE STUDY

Continuing with work on this project, additional traffic accident data at selected locations has been requested and further physical investigation is being delayed pending the delivery of a Mark IV Skid Resistance Tester.

PAVEMENT RIDING QUALITY

Initiation of physical work on this project is pending approval of the comprehensive work plan by the Bureau of Public Roads and the purchase of a 'roughometer'.

PIER SETTLEMENT, Route 71 over Deal Lake

Continuing with data analysis and commenced preparation of report.

STUDDED TIRES

Completed field testing. Graphs of pavement wear are being plotted. Studded tires have been removed from department vehicles and questionnaires submitted to department drivers are being completed and returned. Data analysis initiated.



DIVISION OF RESEARCH, cont'd.

CENTER BARRIER ACCIDENT ANALYSIS

Study completed and report preparation in final stages.

Department personnel met with personnel from Bureau of

Public Roads and Stevens Institute at Hoboken on April 21st

to discuss the preliminary report and preparation of final

report.

SKID RESISTANCE STUDY

Agreement on this study completed, physical initiation of study pending approval of detailed work plan by Bureau of Public Roads.

MATERIALS DIVISION

Performance Testing

Bridge inspection personnel on Rt. 80, Sec. 45 were instructed in the proper techniques of transit mix control. Tests continue on anti-scaling agents under Laboratory Investigation 1965-14 and several new products received are to be included in this investigation. 54 sodium sulfate soundness test cycles run on fine and coarse aggregates. Experiments with remolded soil samples for triaxial compression test started. 8 direct shear tests started. 6 consolidation tests started with 7 loadings each. 3 freeze-thaw, wet-dry cycle tests started. Paint samples received for the Pavement Marking Materials Experimental Program. The new function of investigating sources of soil aggregates has begun this month.



MATERIALS DIVISION, cont'd.

Three new plant sources were investigated for the purpose of approval. One new quarry source investigated for classification as to approved type. Seven plant visits were made in the continuation of inspection and testing for approval. 27 plant visits were made in the continuing quality control program. 20 series of Marshall Tests were molded. 1 lot of hot poured rubber asphalt joint sealer from Flint Kote tested and failed. Work continuing on Laboratory Investigation 1961-62 Fine Aggregate for use in Bituminous Concrete. Evaluation of concrete sands for use in bituminous concrete continues.

Personnel

The Unemployment Security office in Patterson, New Jersey was visited for the purpose of recruiting applicants for existing vacancies in District 2. 3 employees started a course in management principles sponsored by the department. An employee acted as a guide and host on the annual tour of construction projects sponsored by "The Moles" - student's day. 1 employee attended a Driver's Safety School in Trenton for two days. 6 from the District 1 personnel visited the Dragon Cement Plant as part of training program. 1 employee is attending a course on Management at Highway Training Center. Personnel attended both the Perkin-Elmer Atomic Absorption Instrument demonstration in Delaware and the exploratory visit to the Laboratories of the Department of Public Works in Albany, N. Y.



MATERIALS DIVISION, cont'd.

Record and Proof Sampling Team

203 Record and Proof Samples were taken. 100 trips were made to obtain these samples.

Samples Received

2,179 samples were received during the month of April, 1966. This figure compares with 2,650 samples received during the corresponding period of 1965.

DIVISION OF CENTRAL SERVICES

SECRETARY AND CASHIER:

Ten contracts awarded, 11 contracts executed. Four schedules of approvals prepared covering a total of 634 items. Official copy indexed in minute book. Seven deposits of income made. Sixteen agreements attested and processed. Eight utility orders attested and certified. Two deeds acknowledged. Two hundred and one property agreements attested. Six general releases and 4 motor vehicle claim settlements executed. Eighty one local government aid contracts, etc. certified. Twelve Highway lighting reimbursement agreements executed. Two equipment rental agreements executed. Two snow-removal agreements executed. Nine traffic regulations certified. General correspondence and all other normal operations.



SUPERVISOR OF RECORDS:

Owing to recent changes in organization, the responsibility and work units have been expanded for two employees of the Central Files Unit.

One will assume all the responsibility for the work of the various organization units in the Division of Design and the Assistant State Highway Engineer. The other will have charge of all filing operations in the Division of Auditing and Accounting and the Bureau of Maintenance. New systems are being installed where necessary, and all operations are progressing smoothly.

Twenty cubic feet of Accounting & Auditing contract files were culled and all records authorized for destruction were shredded. Ninety-six cubic feet of other records were sent to the Ewing Incinerator. Files were cleaned of non-current material in the Bureau of Purchase & Stores and 19 cubic feet sent to low-cost storage to await destruction date. One hundred boxes of IBM cards were taken to Suburban Square storage and 125 boxes were sent to scrap.

Several meetings were held with engineers representing the Division of Design and Computer Bureau on setting up a format for the aperture cards and slave cards for the microfilming of our engineering drawings. At months end, the Order Requests for the necessary equipment to start this project were still being held by the Purchase Bureau.



DUPLICATING SECTION:

The staff of the Duplicating Section during the month of April processed 61 forms. Of these 30 were revisions, and 58 forms were sent to the office supply stockroom to replenish the depleted supply. A total of 365, 550 press impressions were required in the running of these forms, many of which was collated and padded.

A total of 1,747 stencils were run; the various runs produced totaled 298,790 impressions. In conjunction with the Engineering Computer Bureau, 396 masters produced by means of the computer were run off amounting to 69,590 press impressions. These masters were either specifications or wage rates, both now adapted to the automated offset machine.

The photographic process plate making Xerox, made a total of 1,261 paper masters. From these masters, a total of 192,815 impressions were achieved.

A grand total of 926,745 impressions were recorded this month from the various offset machines and the mimeograph.

With the acquisition of a new offset machine and the steady work of the staff, the back-log of work is now a thing of the past. The necessity of working overtime was ended with the beginning of the month; the overtime work was needed to catch up with back work from July, August and September of last year. The addressograph ran a total of 19,500 envelopes, of this total 1,750 envelopes were used in the mailing of 35 news releases and/or traffic condition reports during the month of April.

A total of 32,047 "914" Xerox copies were made on the two copying machines during period covering this report.



MAILING SECTION:

During the month of April, 1966, we received 20,441 pieces of first class mail and 2,354 of parcel post. The total amount of first class mail sent out was 39,901 and 4,152 of parcel post. Postage for the month was \$3,405.02.

SUPERVISOR OF SPECIAL SERVICES:

During the month of April 1966, progress has been made in the relocation of the Accounting Division. Several partitions in this wing were removed and some of the personnel have been moved to their new permanent location. The new glassed-in partitions for Mr. Card, Mr. Hunt and Mr. Bridegum have been erected and painted. The installation of new lighting for the entire section is nearing completion.

Mr. Kilpatrick's section was temporarily moved from the second to the first floor and the file room was transferred to the basement. Additional file room personnel were transferred from Room 156 to the rear of Room 153 in order to relocate Mr. Gleekman and to give the Railroad Division additional space. This move has been held up because of a misunderstanding in the allotment of space in Room 156. Partitions were also removed in the Bureau of Public Information in preparation for future changes.

The new Departmental phone directories were printed and distributed. Also received and distributed were the new Centrex directories.



A meeting was attended with Bell Telephone representatives to discuss future services for the Accounting Division. Another meeting was attended with Bell and one of the designees of the new Highway building, also for discussion regarding telephone installations. Arrangements were also tentatively made for telephone serivces to be installed in the new building located in Netcong.

Requests for many other types of services, both in the main building and our outside offices, have been completed. These include: dropping of telephone equipment, transfers, new and additional installations, moving of new, surplus and used office furniture and machines from one location to another; repairing of furniture and machines; preparation of revised and new forms; assignment of highway equipment numbers to new furniture and machines; revision and addition of IBM cards for furniture inventory purposes; requests for personnel replacements for the Duplicating and Mailing Units; interviewing of salesmen; checking of order requests for possibility of providing items requested from surplus. While many other requests for services are received each day, these are of such a minute nature they have not been included in this report.



BUREAU OF PUBLIC INFORMATION

Community Relations

At the invitation of the "Moles", an honorary association of heavy construction engineers and executives, the Department conducted a tour for 300 senior engineering college students. Information kits were prepared which included verbal and pictorial data about Interstate Route 280 from Newark to West Orange. The program was successful and a similar effort in a few years is contemplated.

A lecture was delivered to a graduate-student class at Glassboro State Teachers College which outlined the transportation problems and solutions as they exist in New Jersey.

A large photo exhibit concerning the impending redecking of the Route 1 & 9 bridge over the Hackensack River was put on display in the Kearny City Hall. Previously, the exhibit was used at a meeting of municipal officials at the Western Electric Plant in Kearny and was displayed in Newark City Hall.

Community Relations procedures have been tentatively worked out with the Bureau of Construction Practices so that the Community Relations section will be responsible for public contact until work actually begins.



BUREAU OF PUBLIC INFORMATION, cont'd.

The responsibility for day-to-day procedures will then devolve on the Construction Practices Bureau until the project is completed and the responsibility returned to the Community Relations Section.

Editorial & General Service Section

Copy for the Right-of-Way brochure was completed early this month, submitted for review and approved toward the end of April. Printing of the new booklet, "Freeway Driving", was completed and widespread distribution made.

The number of radio stations broadcasting our programs was increased by two to a new total of 27 stations.

General information services, including responding to telephone and letter inquiries continued as a normal function along with periodical statistical reports and review of publications for updating.

News Releases

A total of 41 news releases were prepared during the month bringing the cumulative total to 363. Postage savings through the new mailing procedure this fiscal year were a total of \$1,928.53.



BUREAU OF PUBLIC INFORMATION, cont'd.

Cartographic Services

A total of six items were completed during the month bringing the cumulative total to 81. The major portion of the cartographic services continued to be devoted to the preparation of charts for the Commissioner's Conference Room.

Administrative

Partition walls which separated the Bureau in three sections were removed and large storage shelves cleared preparatory to removal. These actions were taken in anticipation of the partitioning of the Bureau's offices according to function.

TRAINING

Highway Technology Program. (A program to upgrade nonprofessional technicians to professional level positions.) The Training Section has arranged to give a summer session, if interest is sufficient, at three locations: Union County Technical Institute, Trenton Vocational-Technical School or the Highway Department Training Center, and Camden County Technical-Vocational Institute. The notice was sent out on April 22, and applications are due back in on May 2. Upon review of the applications, a determination will be made as to what classes will be conducted at each location. The primary purposes of this program are:

(1) remedial training for those who are weak in a given subject.



(2) to give those who failed during the winter session a chance to make up classes, and (3) to give those desirous a chance to get a head start on the fall program. Visitations to Camden County Vocational-Technical School and Union County Technical Institute at night are continuing to be made at the rate of one visitation per week. We have thirty-four currently enrolled in the beginning course in Trenton, eight enrolled in the classes in Camden, fifteen enrolled in the beginning class in Union, and fourteen enrolled in the advanced class in Union.

Economic Opportunity Program. Under this program twelve positions are to be provided by the Department for Neighborhood Youth Corps members to begin to develop their skills in the area of stocking mechanical parts. Of the twelve disadvantaged youths who were to report for their physical examinations on April 26, only four showed up. These four passed their examinations, one with a condition that he obtain glasses. They were interviewed by the supervisor of the Bureau of Purchases and Stores.

Green Thumb. (Highway Beautification under a War on Poverty grant.) Three of the ten crews to be recruited are now at work with the Highway Department, one crew in the Flemington area and two crews in the Cherry Hill area. The one crew in the



Flemington area is working along Route 202 and the two crews in the Cherry Hill area are working in the nursery. The Flemington group was given instruction in safety and it is planned to give the Cherry Hill group instruction in safety during the week of May 2. Additional physical examinations are being given to reach our quota of seventy for this program. Two more classes in safety instruction have been given, one in Trenton on April 28, and one in Glassboro on April 29. The recruiting effort is progressing at a satisfactory rate and the program is beginning to "shape up."

MAI-II. Eleven of the twelve Right of Way Division employees successfully completed the American Institute of Real Estate Appraisal Course II. This course was given by the Institute in conjunction with the Drexel Institute of Technology. These participants are now eligible for tuition refund for the cost of the course.

66-1 Speed Reading. Six Department supervisors completed the Civil Service sponsored course in Speed Reading on April 13.

This course is given in conjunction with Trenton State College. All course participants have noticeably improved their reading speed and comprehension. This course continues to be a very satisfactory experience for those attending.



New Equipment Orientation, Maintenance. The personnel from the Division of Maintenance and Equipment are holding orientation and familiarization classes for operators of new equipment. This course normally employs a four-step job training method and facilitates the immediate employment and proper maintenance of new equipment as it is received. Sixty-one employees have received instruction in this area over the last several weeks.

Forms Design and Control Seminar. Two Department supervisors completed the Civil Service sponsored seminar on Forms Design and Control. The session was conducted by a well-known consultant and educator in the field. Supervisors felt that this course was one of the most excellent that they had ever attended in this area.

Basic Right of Way Appraisal Course. Forty-nine appraisal reviewers and potential appraisers will be completing their sixty-hour basic course on May 2. This course is composed of two appraisal problems, an appraisal field trip into a nearby township, plus numerous lectures and discussions on the basics of appraisal and the various approaches to value.



Safety—Driver Improvement Program. In conjunction with the National Safety Council, twenty-five Department employees attended an instructors course on "the defensive driving theory." This course was conducted by two instructors from the National Safety Council over a two-day period. Upon completion of this course, the Safety Office will set up a Department-wide training program to carry the knowledges and theories learned in this course to every Department employee involved in the operation of a vehicle or piece of equipment.

Basic Right of Way Negotiators School. Twenty-nine Negotiators completed this basic school on April 12. This twenty-day basic course enables Negotiators to assume fully productive capacities in from one third to one half of the previous training time under on-the-job training methods.

Basic Right of Way Investigators School. Starting
May 2, eighteen Investigators will commence a twenty-day basic
school in the West Long Branch area. In the school, participants
will be instructed in real estate and eminent domain principles,
principles of appraising, various forms of business communications,
photography, title and record searching, and application of course
theory to the work situation. Participants will participate in
field problems at local construction sites as well as the
Monmouth Court House and tax assessors offices.



Basic Statistics Course. Arrangements were completed with Rider College to repeat their last summer's offering of a four-credit Basic Statistics Course. This course offers to employees who use or need basic statistics in their present work assignment a comprehensive and thorough course in statistical theories and practices. Approximately thirty-five employees will take advantage of this four-hour-a-week course. Due to its scheduling during the summer and its being held in the Highway Department, the cost for this course has been reduced approximately 70 percent.

Advanced Appraisal Course. Arrangements were completed this month with a Philadelphia appraisal firm to conduct an advanced four-day workshop in appraising. Graduates of the sixty-hour basic course will attend this workshop that will concentrate on the more difficult appraisal problems, such as industrial sites, partial takings, etc.

Executive Secretarial Conference. Four Department executive secretaries were selected to attend the thirteenth annual Executive Secretarial Conference sponsored by Rutgers 'University. The program theme was the leadership role of the secretary and included talks by distinguished lecturers. The program's aim was at broadening the executive secretary's horizons and sharpening her perspectives.



Equipment Training (Sweeper). The Bureau of Equipment,
Division of Maintenance and Equipment, is conducting a sevenhour course in the operation, maintenance, and repair of the
Mobile Sweeper for seventeen supervisors and operators. This
course is aimed at improving the performance of both the operators
and the maintenance units who use sweeper equipment.

Civil Defense Adult Education. Civil Defense Adult Education training for the month of April was postponed as we are anticipating a three month period in which classes will be held without interruption.

Management 1: sasics of Management and Supervision.

Twenty-five Department managers began the thirty-hour Basics of Management and Supervision Course this month. In this program, individual managers attend ten three-hour lectures in five basic management areas.

The individuals are required to perform certain readings in management texts which are supplied to every participant. At each session a management specialist from government, industry, education, etc., leads his session using modified discussion technique, thereby strengthening and reinforcing the participants knowledges gained by his readings in the area.

Right of Way Management Training. The Training Section is developing and coordinating a tailored management program for



the Right of Way Division. In planning for this program, the Section hopes to use the services of a consultant supplied by the Rutgers Management Program. This consultant would use a scalar descent and feedback method for the first six levels of supervision and management in the Right of Way Division. In a program such as this, a twofold objective is set: (1) to school Right of Way's supervisory management pyramid in supervision and management, and (2) to identify supervisory management problems at each level and feed them back to the levels above them for consideration and solution. A meeting with the proposed consultant sponsored by Rutgers will take place late next month.

Supervisory Principles and Techniques. Eight Department supervisors will be participating in the Civil Service sponsored seminar in Supervisory Principles and Techniques. This seminar is offered in conjunction with the management program of Rutgers University. Two differently oriented sessions are presented, one for supervisors of clerical employees, and the other for supervisors of professional employees. This twelve-hour seminar is being utilized to supplement our own Basic Management Course.



Mechanic Trainee Program. Apprentices will shortly reach the end of their first year of on-the-job training and evening vocational schooling. The consensus is that the program and the apprentices have progressed well. Final reports on the trainees' performances and attendance should be available shortly. A forthcoming Civil Service open-competitive examination will provide additional apprentices that will be necessary to ensure a continuing program.

Electrical Mechanic Trainee Program. The proposed threeyear Mechanic Trainee Program for maintenance electronics in the Division of Traffic Engineering hopefully will be approved by the Civil Service Commission shortly. It looks now as though the program will be under way by September, 1966.

American Management Association's Job of the Department
Head. The Director of the Division of Right of Way has been
scheduled to attend the American Management Association's
workshop, The Job of the Department Head. At this seminar the
Director and fourteen other executives from various industries
will discuss their problems with top level management consultants.

ORIENTATION

New Employee Orientation. Next month new employee orientation will begin for all employees hired during April and for the



backlog accumulated since November. An orientation session is usually conducted over a three-hour period, utilizing the Department's "Employee's Guide."

Assistant Engineer, Highway Orientation Program. The Training Section is endeavoring to accumulate information for a major revision of the Department's orientation program for entrance level professional engineers. It is hoped that this revamped program may be given a trial run this summer with some of the recent engineer graduates.

MISCELLANEOUS

Pre-employment tests. During the month of April, the Training Section administered pre-employment tests for:

- 5 Engineering Aides
- 6 Clerk Typists
- 1 Title Searcher
- 17 Right of Way Investigators
- 18 Right of Way Negotiators
- 23 Radiological Monitors



SAFETY AND HEALTH SECTION

SAFETY

Following are the activities of the Safety Section for the past month. In addition to the items listed, first-aid wall cabinets and first-aid stations, Statewide, are continually inspected, cleaned and restocked.

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Field Inspections

Maintenance Foremen Visited

Maintenance Foremen visited	TAN	
Contract Work Inspected	76	
Bridge Inspections	13	
Vehicle Safety Inspections	101	
Personal Safety Items Issued		
Safety Vests	5 8	
Goggles	53	
Gloves	6 1	pr.
Skullguards	32	
Boots	3]	pr.
Face Shields	13	
Toe Guards	4]	pr.
Respirators	8	
Traffic Protection Safety Devices		
MEN AT WORK Signs	34	
Tripods	1	
Red Flags	156	
Toren Bombs	25	
Safety Cones	24	



Work Safety Items

Drinking Fountains 7

Post Pullers 2

Driving Caps 26

Fire Extinguishers 4

Miscellaneous (wicks, dowels, chin straps and liners, batteries, sign frames, etc.) 252

Safety Training

During the month of April, 25 employees from various divisions and bureaus completed a two-day training course to qualify as driver improvement instructors. The course was conducted by two representatives of the National Safety Council. Our employees have qualified and will be certificated by the National Safety Council accordingly.

It is now planned to hold driver improvement instruction in various sections of the State on a pre-arranged schedule in which approximately 35 to 40 employees will be given a full day of training in each class until all involved are trained. As in the past on our first aid training sessions, we will utilize our own facilities wherever possible; and the National Guard Armories in areas where we do not have our own facility.

Our Senion Safety Inspector attended a meeting with the District No. 1 foremen in the Dover Armory at which time safety in general was discussed. The new L & I forms for reporting injuries were discussed, and other matters pertaining to safety and safe practices, as well as proper reporting.



Three safety instruction sessions were conducted in Glassboro, Trenton and Flemington with Green Thumb workers.

Vehicle Safety Lights

The standardization of motor vehicle and equipment safety lights is now complete and has been circularized within the department in a brochure outlining the various light classifications and types; and also instructions in the installation of the lights. We feel that this will enhance the safety of Highway Department vehicles on the roadways. The recommended lighting will increase the visibility of department vehicles, thereby increasing the safety of the motorist as well. Copies of the regulations and specifications are attached.

General Safety

The Safety Inspectors are covering their respective areas regularly, checking on roadway work conditions and the equipment in the field. They also make regular inspections on movable bridges and on buildings. Contractors' safety inspections are conducted on a regular daytime basis. A pre-arranged schedule is made for nighttime and weekend inspections wherever the need is found.

HEALTH SERVICES

Special Projects - Medical

In the last month we examined a number of applicants for the Green Thumb Program. A number of these applicants were rejected because of serious physical impairment or disability.



It should be noted that in this area we attempted, within reasonable bounds, to be lenient in our medical and physical examinations, and those that were rejected were in such condition that if we should put them to work they would be a hazard to themselves and to those with whom they were assigned to work.

Total Examined 99

Total Rejected 46

Poverty Program

The dispensary was prepared to examine a number of applicants in this area; however, this was cancelled at the last minute.

Diabetes Detection Program

During the month of April a screening program was conducted which embraced employees of the main office building only.

This was a pilot project to enable the State Department of Health to try out a new method in this area. In the past a finger puncture was used; in the new method, however, a finger puncture and a vein puncture were made. A total of 227 employees were screened.

As the result of this screening, nine serious positive cases were picked up. In each of these cases the employee was unaware that he was a diabetic. The information on these employees is confidential insofar as this department is concerned.



The State Department of Health notified the individual's private physician of their findings, with a letter to the one involved to appearat his doctor's office for advice and treatment.

Due to many requests by other employees for participation in a diabetes screening program, we have scheduled another such project for Wednesday, May 11. This program will embrace employees from our two adjacent offices in Ewing Township, as well as the Fernwood complex, and any others from the main office building who may want to participate.

Main Dispensary

Pre-employment Examinations	52		
Special Examinations	33	Revisits	. 4
Occupational	22	Revisits	55
Non-occupational .	81	Revisits	9
Non-departmental	3	Revisits	0
X-rays Taken	3		
Transported Home by Highway Vehicle	2		
Referred to Hospital	9		
Psychiatrist	1		
Tetanus Injections Given	26		
<u>Fernwood Dispensary</u>			
Occupational	11	Revisits	0
Non-occupational	7	Revisits	1
Tetanus Injections Given	2		



Newark Dispensary

Occupational	15	Revisits	7
Non-occupational	19	Revisits	2
Referred to Doctor's Office	1		
Ophthalmologist	Ţ		



MEETINGS

In addition to the routine staff and other meetings, the following are a few of the meetings held during the month:

- Apr. 13 Meeting with Civil Service regarding reorganization.
- Apr. 14 Meeting with architect to discuss addition to Highway Building.
- Apr. 15 Meeting with Associated General Contractors in Atlantic City.
- Apr. 18 Meeting with Morris County Freeholders to discuss highway problems in their area.
- Apr. 19 Attended meeting of the American Association of 20
 State Highway Officials in Washington, D. C.
- Apr. 21 Distributed long service employee awards.
- Apr. 25 Met with Senator Mildred Barry Hughes to discuss beautification and Route 278.
 - Spoke at luncheon sponsored by the Federation of Town and Country YMCAs.
- Apr. 26 Meeting with Attorney General Sills to discuss traffic safety.



MEETINGS, cont'd.

Apr. 27 - Meeting with representatives of the Purchase

Bureau and Highway Department staff to discuss

asphatic oils.

Meeting in the Governor's Office to discuss Route
18 in Piscataway.

- Apr. 28 Meeting with Mayor Michael J. Nervine of

 Bernardsville to discuss matters of interest

 pertaining to his area.
- Apr. 29 Attended meeting of the Tri-State Transportation

 Committee in New York City.
- May 2 Meeting in the Governor's Office with representatives of Local 195.
- May 3 Meeting with Mr. Robert Burkhardt and Mr. John
 Kervick at the State House.
- May 4 Meeting with Mr. Edward Lukens of the U. S.

 Bureau of Public Roads.
- May 5 Spoke before the Regional Conference of State
 Governments.



MEETINGS, cont'd.

May 6 - Meeting with Mr. William Schmidt of the U. S.

Bureau of Public Roads.

May 10 - Highway Research Council meeting.

Meeting with Mayor James Kelly of East Orange.



BIDS RECEIVED:

- April 14 Landscape Screen Planting, Contr. #2
 in the Counties of Bergen, Essex,
 Hunterdon, Morris, Passaic and
 Warren
 Rejected (To be readvertised)
- April 28 Route 82, Section 1D from Station
 149+00 to Station 170+00, Township
 of Union, Union County, Federal
 Project LS-F-124(1)
 Henkels & McCoy, West Collingswood
 Heights

\$ 12,555.00

April 28 - Route 47 (1953) Section 1A from
vicinity of Rio Grande to Bridge over
Grassy Sound Channel, Townships of
Lower and Middle Cape May County Federal Project No. LS-F-68(1)
Henkels & McCoy, West Collingswood
Heights

18,627.00

April 28 - Reconstruction of Tuckerton-Warren
Grove Road from Fourth Street to
1650' north of Governors Brook,
Tuckerton Borough and Township of
Little Egg Harbor, Ocean County
Federal Aid Secondary Project
No. S-252(1)
Shore River Constr. Co., Beach Haven

239,808.00

May 5 - Route 78 - Section 2M & 3E from vicinity of Allerton Road to Vic. of Cokesbury Road, Grading, Paving, Drainage and Bridges, in the Twp. of Clinton and the Borough of Lebanon, Hunterdon County, Federal Project No. NJ-I-78-3(11)19
Public Constructors, Inc., Blackwood

6,652,089.61

May 5 - Route U.S. 1 & 9 Truck (1953) Section 1C
Hackensack River Bridge, Replacement of
Concrete Deck and Incidental Work, Town
of Kearny and City of Jersey City, Hudson
County
Franklin Contracting, Co., Little Falls

974,154.00



BIDS RECEIVED:

May 5 - Route U.S. 30 (1953) Section 5C
Resurfacing of the Westbound Pavement,
from the Vicinity of Summit Avenue to
the Vicinity of Delilah Road in the
City of Absecon, Atlantic County
Rudolf Meckel & Son, Inc., Vineland

\$ 56,719.40

\$7,953,653.01



CONTRACTS AWARDED:

April 21 -	Bridge Painting, Contract #1 1966, Painting of Thirteen Bridges on Rt. I-295 & U.S. 30 in the Boroughs of Mt. Ephraim, Bellmawr, Barrington, and Collingswood, Twp. of Pennsauken, City of Camden, Camden County Nicholis Painting Co., Whitestone, N.Y.	\$ 19,177.00
April 21 -	Bridge Painting, Contract #2, 1966 Painting of Four Bridges on Route U.S. 1 (Trenton Freeway) in the City of Trenton, Mercer County Nicholis Painting Co., Whitestone, N.Y.	9,312.00
April 21, -	Bridge Painting, Contract #3, 1966 Painting of Thirteen Bridges and Steel Bulkhead on Rt.US 1 & 9 in the City of Newark, Essex Co. W. Pera Painting Co., Haddonfield	48,555.00
April 21 -	Bridge Painting, Contract #4, 1966 Painting of the Passaic River Bridge on Rt. I-80 in the City of Paterson, Passaic County and Borough of East Paterson, Bergen County W. Pera Painting Co., Haddonfield	28,559.00
April 21 -	Bridge Painting, Contract #5, 1966 Painting of Five Bridges on Route I-280 in the City of Newark, Essex County W. Pera Painting Co., Haddonfield	22.549.00
April 21 -	Painting Contract #6, 1966 Painting of Three Radio Towers and Five Radio Masts in the Township of Dover, Cherry Hill, Woodbridge, Clinton Roxbury; Borough of Freehold; and Cities of Vineland and Somers Point; Counties of Ocean, Camden, Middlesex, Hunterdon, Monmouth, Cumberland and Atlantic Penns & Thomas Co., Essington, Pa.	3,200.00
April 21 -	Route 287, Roadside Maintenance Mowing Contract #1, 1966 - from Station 59+00 at Rt. U.S. 22 to and including Rt.U.S. 1 Interchange in the Twps. of Bridgewater, Franklin, Edison and Piscataway and the Boroughs of South Plainfield and Metuchen, Somerset & Middlesex Co. Henry L. Bruno T/A Bruno's Nursery, Metuchen	25,800.00



CONTRACTS AWARDED:

May 4 - Snow Fence Planting, Contract #1, 1966
Burlington, Camden, Hunterdon, Mercer,
Middlesex and Morris Counties
L. Lucas, Inc., Keyport

\$ 19,928.00

May 9 - Reconstruction of Tuckerton Grove
Road from Fourth Street to 1650' north
of Governors Brook, Tuckerton Borough
and Township of Little Egg Harbor, Ocean
County, Fed. Aid Secondary Project No. S-252(1)
Shore River Construction Co., Beach Haven

239,808.00 \$ 416,888.00



BIDS TO BE RECEIVED:

- May 12 Reconstruction of Wrightstown-Cookstown
 Road (Route 528) from Rexall Avenue to
 East Arnold Avenue, Wrightstown Borough
 and New Hanover Twp., Burlington Co.
 FAS Project S-131(2)
- May 12 Underground Structures for Traffic Signals Systems, Various Intersections on State Highways, Contract #1, 1966
- May 19 Route 444 Garden State Parkway (1953)
 Section 1A Resurfacing of Rt. 444
 from Bridge over N.J. Turnpike to the
 vicinity of Turnpike ramps, in the
 Twp. of Woodbridge, Middlesex County
- May 19 Route 7 (1953) Section 1C, 1st Stage
 Construction of Fish House Road Interchange & widening and resurfacing of
 local roads from the vic. of the Pulaski
 Skyway to Rt. 7, in the Town of Kearny,
 Hudson County
- May 26 Reconstruction of Haddonfield-Berlin Road from New Jersey Turnpike Bridge to Salem Avenue, Twp. of Cherry Hill and Voorhees, Camden County, FAS Project S-259(1)
- May 26 Route 155 (1953) Section 1A from Route U.S. 130 to Bank Avenue, Widening, Resurfacing and Drainage Improvements in the Twp. of Cinnaminson & Borough of Palmyra, Burlington County
- June 2 Route 69 (1953) Sections 2A & 3A from
 Bull Run Road to north end of Pennington
 Traffic Circle, in the Twps. of Ewing
 & Hopewell, Mercer County (Resurfacing)
- June 2 Reconstruction of Easton Avenue from
 Franklin Blvd. to 400' north of Leupp
 Lane, Franklin Twp., Somerset County
 and relocation of Landing Lane from
 Easton Avenue N.E. 638' in City of
 New Brunswick & Franklin Twp., Middlesex & Somerset Co. FAS-99(4) and Su-254(1)







PERSONNEL ALLOCATION April 1966

	Number of Contracts		Number of Personnel
BUREAU OF BRIDGE DESIGN			
Active Projects	21	39	33*
Inactive Projects	8	8	
DESIGN BY CONSULTAN TS:			
Subject to Review	51	299	5 ***
PROJECTS AT BUREAU OF PUBLIC ROADS	11	54	
PROJECTS ADVERTISED	2	12	
ADMINISTRATIVE PERSONNEL			9
TOTALS	93	412	47

- (*) These employees also engaged in checking shop drawings for contracts presently under construction.
- (**) These employees also engaged in reviewing and processing design and maintenance contracts prepared by office design forces.

BRIDGES UNDER CONSTRUCTION:

Dollar Value	Number of Contracts	Number of Structures
\$39,356,609.11	34	202

Changes This Month:

Contracts Awarded:	0	Contracts Completed:	1
Structures Added:	0	Structures Completed:	1



Division: Design

Bureau: Bridge

Month of April, 1966

REVIEW AND PROCESSING

As of April 30, 1966 the following is a summary of the status of contracts currently being processed which include bridge work:

PROJECTS: ADVERTISED FOR BIDS

Route	Section	Description	Plans By	Bid Date
*1 & 9	1C	Deck Replacement 9 Bridges; 2 Culverts	H&H	5/5/66
78	2M & 3E		PBQ&D	5/5/66

PROJECTS: SENT TO BUREAU OF PUBLIC ROADS

Route	Section	Description	Plans By	Date
29 Fwy. 35 Fwy. 78 78 78 78 78 80 295 295	128 & 11A 12 & 2A 2G 4J 4N & 5P 5L 5N 5V 3J & 4AA 1R	7 Bridges 6 Bridges 3 Bridges; 3 Culverts 1 Bridges; 1 Culvert 3 Bridges 5 Bridges 5 Bridges; 1 Culvert 7 Bridges; 1 Culvert 8 Bridges 2 Culverts 2 Bridges; 6 Culverts	FS&T PA&R PBQ&D Brill M-H M-H M-H T-H M-H T-H M-H T-H T-H T-H T-H T-H T-H T-H T-H T-H T	12/21/65 12/14/65 4/20/66 9/20/65 3/17/66 1/10/66 11/15/66 3/24/66 1/13/66 12/7/66 12/30/66

PROJECTS: "READY MEMO" SENT TO ROADWAY

Route Section	Description	Plans By	Date
21 Fwy. 4A 33 5B 46 2A 78 4G & 4F 80 3K 95 19A 280 5L & 6N 280 1C, 2A, 30 287 10B & 11B	3 Bridges; 1 Culvert; Walls 1 Br. Widen; 2 Culv. Ext. 1 Bridge 2 Bridges 3 Bridges; 3 Culverts 2 Bridges; Sign Struct. 6 Bridges; Walls; Sign Struct 6 Bridges; 2 Culverts 3 Culverts	E&K Bridge Bridge Brill FS&T M-H .E&K C H &D HNT&B	14/28/66 2/25/66 3/30/66 14/7/66 3/21/66 9/9/65 14/12/66 14/21/66 14/28/66

^{*} Processing by Bridge



Division: Besign

Bureau: Bridge Month of April, 1966

REVIEW AND PROCESSING

During the Month of APRIL 1966:

Advertised:

* Route 1 & 9 Section 1C (4/14/66)

Sent to Bureau of Public Roads:

None

"Ready Memo" Sent to Roadway:

Route 78 Section 4G&4F (4/7/66)

Route 280 Section 51&6N (4/12/66)

Route 280 Section 1C, 2A, 3C (4/21/66)

Route 21 Fwy. Section 4A (4/28/66)

Route 280 Section 10B&11B (4/28/66)

Review was continued on:

* Route 78 Section 5Y

Route 78 Section 5U

Route 95 Section 19B

Review was started on:

* Route 9 Section 2A

Route 17 Section 5E

Route 78 Section 2L

Cape May County - F.A.S. - S-256(3)

Preliminary bridge plans for 18 Structures were received.

Preliminary bridge plans for 11 Structures were sent to B.P.R. for approval.

^{*} Processing by Bridge



Division: Design

Bureau: Bridge Month of April, 1966

		PROJECTS UNDER DESIGN	d prain
ROUTE	SECTION	DESCRIPTION	% PLANS COMPLETE
USI		Ryders Lane - New Structure	80
USI		Raritan Railroad - Widening	60
usi		Cattle Pass - Widening	75
*US1		Raritan River Bridge - Deck Repairs	3
usı		Raritan River Bridge - New Structure	(6)
US1		12th St. Viaduct (Hardesty & Hanover)	
*3		N.Y.S. & W.R.R Deck Repair	6
7		Overpass at D.L. & W.R.R.	5
7		1 Bridge, Fish House Rd. (Hardesty & Hand	ver)
* 9	2A	Cape May Canal - Bulkhead	100
9		2 Bridges - Ocean County (Burns & Roe)	
15		3 Bridges, 3 Culverts (Howard, Needles, Tammen & Bergendoff)	
17	5E	U.P. at Relocated Hollywood Avenue	100
17 Improv	rement	4 Bridges - From Rt. 3 to Rt. 46 (Howard, Needles, Tammen & Bergendoff)	
20	2A	6 Bridges - Paterson Peripheral Route	
#21		Newark Viaduct - Deck Repairs & Barrier	25
21Frwy.		13 Bridges - From South Parkway to Clifton Avenue (Edwards & Kelcey)	
21Frwy.	ЦA	5 Bridges; 1 Culvert; 7 Walls; 1 Protective Structure (Edwards & Kelcey)	
22	6A&7A	1 Structure - Cokesbury Road	100

^(*) Maintenance Funds



Division:	Design		
Bureau:	Bridge	Month of April	1, 1966
ROUTE	SECTION	PROJECTS UNDER DESIGN DESCRIPTION	% PLANS COMPLETE
22		Viaduct over Waverly Yards	2
23		Miller Road over Route 23, Butler - Fence	100
23		6 Bridges - From County Road 513 to Vic. of Stockholm, Passaic & Morris Counties (DeLeuw, Cather & Company)	
33	4	2 Structures - Millstone River-Bentleys Br	. 50
33	5B	2 Culvert Ext.: 1 Bridge Widening	100
35Frwy.		21 Structures (Porter, Armstrong, Ripa & Ass	3.)
35	9B	3 Bridge Widenings; 3 Culverts (Howard, Needles, Tammen & Bergendoff)	
35	130	Widening So. Branch Rahway River	25
37		Bridge over Barnegat Bay	25
37		1 Culvert (Taylor, Wiseman, Taylor, &Sleeper	·)
38	1.0	Pedesulan Bridge over Route 38	25
40	ЗА	Culverts over 48" water main	51
45	6B & 1C	Mantua Creek Bridge Widening	55
45		Rt. 45 over V. J. Turmpike	30
46	15B	Pedestrian Bridge 6th St.	9 9
146		Van Houten Ave. over Route 46, Clifton- Fence	100 .
46	2A	3. Structure - Widening - Beaver Brook	100
55		6 Structures - Millville By-Pass	1.00
72		4 Structures - Ocean County	100



Division:	Design	
Bureau:	Bridge	Month of April, 1966
		PROJECTS UNDER DESIGN % PLANS
ROUTE	SECTION	DESCRIPTION COMPLETE
73	5 & 6	4 Culverts 70
76	1A	3 Bridges, 1 Rapid Transit Tunnel (Ammann & Whitney)
78		3 Structures - Berkeley Hgts. to Shunpike Road (Madigan-Hyland)
78	5T	5 Bridges; 3 Culverts; Sign Support Struc. (Parsons, Brinckerhoff, Quade & Douglas)
78	4G & 4F	2 Bridges (Brill Engineering)
78	5 0	6 Bridges; 7 O.H. Sign Support Struc.; 1 Bus Shelter - Port St. Interchange (Madigan-Hyland)
78	5Y	1 Viaduct, Waverly Yards - Port St. Intchg. (Madigan-Hyland)
78		8 Bridges - Haynes Ave. Interchange (Madigan-Hyland)
78		3 Bridges - Port St. Interchange (Madigan-Hyland)
78		6 Bridges - Springfield to Walker Ave.
80		7 Bridges - Hope (Rt. 519) to Columbia (Madigan-Hyland)
80	1	7 Bridges; 2 Culverts - From County Road 519 to Point 0.3 miles west of Morris Canal (King & Gavaris)
80	1H	3 Bridges; 3 Culverts - Hope to Mt. Olive (King & Gavaris)
80	ım	9 Bridges - Waterloo Lake to Rt. 46 (L. Berger & Assoc.)



Division:	Design		
Bureau:	Bridge	PROJECTS UNDER BESIGN Month of April, 1966 **Plans	
ROUTE 80	SECTION 3	DESCRIPTION COMPLET 18 Bridges (Fay, Spofford & Thorndike)	
80	L	6 Bridges (Hardesty & Hanover)	
80	3F	L Bridges; 2 Culverts (Fay, Spofford & Thorndike)	
80	ЗК	3 Bridges (Fay, Spofford & Thorndike)	
80	LAC	1 Bridge (Hardesty & Hanover)	
87		Brigantine Bridge over Absecon Inlet 2	
*88		Inland Waterway - Rock fill 70	
95	19A	2 Bridges; O.H. Sign Supports (Madigan-Hyland)	
95& 440	19B& 1A	2 Bridges; 4 O.H. Sign Struct. (Madigan-Hyland)	
*US130		Route 33 and P.R.R. Underpass 2	
US130		3 Culvert Extensions (John G. Reutter Assoc.)	
169		1 Viaduct for Turnpike Connector (DeLeuw, Cather & Co.)	
208	35	2 Structures - Widening-Plaza Rd 20th St. 85	
208		Viaduct Widening - Erie R.R. and Blvd. 31	
278	ID	2 Bridges; 3 Culverts (Parsons, Brinckerhoff, Quade & Douglas)	
278	IF.	6 Bridges; 4 Walls. (Parsons, Brinckerhoff, Quade & Douglas)	
280		6 Structures - From Rt. 80 Intchg. to Pleasure Valley Way (Clarke, Hartman & Dunn)	



MONTHLY RE	PORT		
Division:	Design		
Bureau:	Bridge	Month of April, 1966	
		PROJECTS UNDER DESIGN % PLAN	S
ROUTE	BECTION	DESCRIPTION COMPLE	
280	1C, 2A, 3C	6 Bridges; 2 Culverts (Clark, Hartman&Dunn)	
280	3F,4G,5P	11 O.H. Sign Support Struct. (Edwards & Kelcey)	
280	4D & 5K	6 Bridges; Walls (Edwards & Kelcey)	
280	5L & 6N	6 Bridges; Retaining Walls; Sign Structures (Edwards & Kelcey)	
280	6 F	7 Bridges; Retain.Walls; O.H. Sign Support Newark Section (Parsons, Brinckerhoff, Quade & Douglas)	
280	7D	1 Viaduct (Parsons, Brinckerhoff, Quade&Douglas)	
287	8,9,10	7 Bridges - Passaic River to Route 10 (Howard, Needles, Tammen & Bergendoff)	
287	8A & 9A	4 Bridges; 8 Culverts (Howard, Needles, Tammen & Bergendoff)	
287	10B & 11B	3 Culverts (Howard, Needles, Tammen&Bergendoff)	
295	3,4	8 Bridges - Burlington-Mt.Holly Road to Florence-Columbus Road, Burlington County (Taylor, Wiseman, Taylor & Sleeper)	
pho		20 Bridges (Tentative) - From US1 to Outer Bridge Crossing (Madigan-Hyland)	
770		22 Bridges; G.S. Pky, Interchg. (Madigan-Hyland)	
Morris Cou	nty	Howard Blvd. & DL&WRR Br. at Co. Rt. 264 3	
Middlesex	County	2 Culverts-Easton Ave.Improvement(Goodkind&O'Dea)
Cape May Co	ounty	3 Bridges; S-256(3); Avalon Blvd. (P.B.Q.&D.)	
McGuire A.	F.B.	2 Culverts for Defense Access Road (Porter, Armstrong, Ripa & Associates)	

^(*) Mai ntenance Funds



Division: Construction

Bureau:	Bridge	Sheet 1 of 3	
ROUTE	SECTION	NAME OF PROJECT	% OF MPLETION
17	50	4 Structures - Intchg. at Linwood Ave & Paramus Road, Bergen County. Contractor: Schiavone Construction Co.	96
18	2A&lC	Bridge & Approaches at Lawrence Brook, Middlesex County. Contractor: Willis & Paul	99
36	2B&3C	7 Structures - Palmer Ave. to First Ave, Monmouth County. Contractor: Sam Braen Construction Co.	99
38	lf&2C	4 Structures - Intchg, at Rts. 38, 41&73, Burlington-Camden Counties. Contractor: Hendrickson Bros., Inc.	33
us46	9B	Troy Brook Culvert Ext., Morris County Contractor: J. Turco Paving Contractor, Inc.	10
US46 23	18A 3B	Pedestrian Bridges at St. Phillips Drive and Roosevelt Ave., Passaic & Morris Go. Contractor: Mohwak Constructors, Inc.	32
55 Fwy.	5A&6A	3 Structures-Schooner Landing Rd. to Rt. 49, Cumberland County. Contractor: Public Constructors, Inc.	51
70	11 ₁ A	3 Structures - Cedar Bridge Rd. to Laurelton Circle, Ocean County. Contractor: Manzo Contracting Co.	65
78	3F	8 Structures, Cokesbury Rd. to County Rt. 523 Hunterdon County. Contractor: Public Constructors, Inc.	, 99
78	3G	11 Structures-From County Rt. 523 to Burnt Mills Road, Hunterdon-Somerset Counties. Contractor: Public Constructors, Inc.	.99
78	ЦE	2 Structures - From Stony Hill Road to E. of Plainfield Ave., Somerset & Union Counties. Contractor: Mal-Bros Contracting Co.	85
78	LH	7 Structres-From King Geo. Road to Horse Shoe Road, Somerset & Morris Co. Contractor: Conduit & Foundation Corp.	97
		(*) Maintenance Funds	



Division: Construction

Bureau:	Bridge	Sheet 2 of 3	d on
ROUTE	SECTION		% OF MPLETION
78 287	ЦК ЦЕ&5 J	3 Overhead Sign Support Structures, Somer- set County. Contractor: PT&L Construction Co.	0
78	ЦL	7 Structures, From Rt. 287 to King George Road, Somerset County Contractor: Public Constructors, Inc.	99
78 & 24 Fwy. 24	5J 12A 13C	23 Structures, W. of Shunpike Rd. to Springfield Ave.; Erie-Lack. R.R. to Baltusrol Rd. Essex & Union Counties. Contractor: Public Constructors Enc.	41
80	4AB	Ped. Br. at Pennsylvania Ave., Passaic County Contractor: Diversified Construction Co.	18
80 & US46	45 & 12B	15 Bridges, 3 Trestles, Culv. Ext. Ret. Wall 23 Sign Structures, Passaic County, Contractor: Franklin Contracting Co.	21
278	18	O.P. at Park Ave.; U.P. at Rel. Brunswick Ave Union County. Contractor: Schiavone Construction Co.	. 28
278	ıc	Protective Struc. for Jt. Trunk Sewer, Union County. Contractor: A. Tomae & Sons	28
280	3R&4C	5 Structures-Roosevelt Ave. to W. of Tulip Ave., Essex County Contractor: S.J. Groves & Sons Co.	35
280	5J	Erie-Lackawanna R.R. U.P., Essex Co. Contractor: Schiavone Construction Co.	1
280	6D	7 Structures-From Harrison St. to Munn Ave. Essex County. Contractor: Mohawk Constr. & PT&L Constr. Co.	68
280	6E	6 Bridges, Walls & Sign Structures, Essex County Contractor: Ell-Dorer Contr. & L. Zimmerman &	22 Sons



% OF

Division:	Construction
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Bureau:	Bridge	Sheet 3 of 3	g	OF
ROUTE	SECTION	NAME OF PROJECT	,	LETION
280	7B	Storm Trunk Drain, City of Newark Essex County Contractor: Peter W. Kero, Inc.		37
287	7C	11 Structures - From North of Morris-Somer Co. Line to South of Mt. Airy Road, Morris Somerset County Contractor: PT&L Construction Co.		21
295	IN	7 Structures - Hollywood Ave. to Pedrickto Road, Salem County. Contractor: Public Constructors, Inc.	wn	99
295	1P	4 Structures - Oak Grove Rd. to Oldmans Cr Road, Gloucester County. Contractor: Franklin Contracting Co.	reek	90
295	1U&2M	Fence ConstrWilson Ave. to Vic. Church Rd 7 Bridges, Camden-Burlington Countie Contractor: Aluminum Fence Co. of America	3 3	100
295 & 38	2J 2D&3A	10 Structures - From Rt. 73 to Vic. of Rt. and from Marter Avenue to Vic. Briggs Road Burlington County Contractor: Hendrickson Bros., Inc.		84

BRIDGES	OFF	STATE	HIGHWAY	SYSTEM:

COUNTY	NAME OF PROJECT	COMPLETION
Sussex County	Bridge #6 over Pequest River. Contractor: Willis & Paul	92
Sussex County	Bridge #483 over Branch of Pequanno Contractor: Robert Bossert & Co.	ck River, 14
Aldene Plan Contr	r.#h 3 R.R. Bridges Commuter Facility & ing Walls, Union County. Contractor: Robert Bossert & Co.	4 Retain- 89
Aldene Plan Cont	r.#5 Central Ave. Ext. Viaduct, Union Co Contractor: J. Fletcher Creamer &	Son, Inc.



Division: of Construction

Bureau: of Construction Control

Duicau.	02 00110 01			
			PERCENTAGE	COMPLETED
ROUTE	SECTION	LOCATION	April 1.66	May 1.66
Employed water published		Elegificació un contractivo de destratament		
1 & 9	6-B	Drainage Revision	47%	47%
17	5-C	Grading, Paving, Bridges and Walls	85%	86%
18	2A & 1C	Bridge and Approaches	99%	
22	11-D	Turnaround in North Plainfield	0%	
24	9-A	Grading, Paving and Drainage	0%	3%
	5B & 13B	Drainage Improvements	0%	35%
30	14-B	Ramp Connection	3%	21%
32		Grading, Drainage and Paving	15%	19%
	5-A	Dualization and Resurfacing	15%	27%
34	5-A	Intersection Revision	10%	100%
36	2B & 3C	Widening, Resurfacing, Barrier Curb and Bridges	80%	85%
37	1-B	Resurfacing, Dualization and Drainage	50%	83%
	9-A	Widening and Intersection Revision	97%	97%
38	1F & 2C	Interchange	29%	
46	9-B	Widening, Resurfacing and Turnarounds	8%	
		Pedestrian Bridge	23%	
40 & 25	11-A	Drainage Improvements	86%	
	5A & 6A	Three Structures	42%	
55 69 - 20 2		Grading and Dualization	99%	
		Dualization, Resurfacing & Widening Bridges	45%	
70	14-A	Grading, Drainage, Paving and Bridges	94%	
78	3-F	Grading, Drainage, Paving and Bridges	96%	
78	3-G	Grading, Paving and Bridges	77%	
78	4-E	Grading, Bridges and Incidental Paving	90%	
78	4-H	Grading, Paving and Signs	26%	
78	4-K Etc.	Grading, Bridges and Incidental Paving	97%	
78	Ji-T		30%	
78	5-J	Intersection Revisions Wet Excavation and Zone 2 Refill	97%	
78	5-T		0%	
80	ЦАВ	Pedestrian Bridge	97%	
80	14-H	Grading, Bridges and Walls	16%	
80	4-S	Grading, Paving and Bridges	87%	
169	1-A	Sand Drains, Grading and Drainage	95%	96%
202	3-B	Jighandles and Island Closings	99%	99%
202	6-A	Grading, Drainage, Paving and Bridges	25%	36%
278	1-B	Grading, Paving and Bridge	29%	49%
278	1-C	Incidental Paving, Drainage, Etc.	51%	
278	1-E	Demolition of Buildings	32%	39%
280	3B & 4C	Grading, Drainage, Incidental Paving & Bridges	0%	10%
280	5-D	Demolition of Buildings	7%	7%
280	5-J	Erie-Lackawanna Railroad Underpass	63%	68%
280	6-D	Grading, Drainage and Incidental Paving	27%	31%
280	6-E	Grading, Drainage, Paving and Bridges	5%	10%
280	6P & 7F	Demolition of Buildings	32%	37%
280	7-B	Storm Trunk Drain	94%	96%
287	6-E	Grading, Paving and Bridges	80%	- 1
287	6F & 7B	Grading, Paving and Bridges	15%	0 1
287	7-C	Grading, Paving and Bridge	95%	
287	9A & 10A	Partial Grading and Drainage	99%	
295	1-N	Seven Structures		
295	1-P	Bridges and Incidental Paving	72% 64%	73% 69%
295	2-J Etc.	Grading, Paving and Bridges	04/0	- //-



Division: of Construction

Bureau: of Construction Control

ROUTE	SECTION	LOGATION	PERCENTAGE April 1.66	
717t0 717t0 717t0	2⊷B 2⊶C 2−D	Island Closings and Turnarounds Widening, Resurfacing, Dualization & Turnarounds Wet Excavation and Refill Aldene Plan, Contract #4 Alden Plan, Contract #5 Landscape Screen Planting, Contract #3 Sussex County Bridge No. 6 Sussex County Bridge No. 483	90% 88% 18% 78% 21% 44% 92% 3%	90% 88% 29% 82% 31% 95% 92% 14%

PROJECTS AWARDED IN APRIL

Route 73, Section 3A - Drainage Improvement - Awarded to Clifford Ellis, Inc. on April 6, 1966.

Route 17, Section 5D - Intersection Revisions - Awarded to Sam Braen on April 11, 1966.

Route 21 Freeway, Section 4B - Demolition of Buildings - Awarded to William M. Young and Company, Inc. on April 11, 1966.

PROJECTS ACCEPTED IN APRIL

Route 27, Section 60 - Drainage Revision. Accepted April 5, 1966.

Route 95, Section 1G - Grading, Paving, Bridges and Incidental Work. Accepted April 6, 1966.

Route 80, Section 11-H - Grading, Paving, Bridges and Walls. Semi-finally accepted April 12, 1966.

Route 280, Sections 5F, 6B & 7A - Drainage Tunnel. Accepted April 4, 1966.

Route 95, Section 1E - Grading, Drainage, Edgewood Road Bridge & Incidental Paving. Accepted April 25, 1966.

Route 287, Section 1E, 48 & 5B Grading, Paving and Bridges. Accepted April 27, 1966.

GENERAL NOTES

As of May 1, 1966, there were 59 projects underway, valued at approximately \$115,764,956. and being inspected by 430 men. As of this date, the total value to complete is \$43,701,225.

Robert R. Rice

Pola + R. Rice

Supervising Construction Engineer



Division:

Local Government Aid

Bureau:

Federal Aid Secondary

REVIEWING PRELIMINARY PLANS AND SPECIFICATIONS:

Washington Valley Road, Somerset County, S116(5)

Forest Avenue Extension, Bergen County, SU210(2)

Columbia Road, Morris County, SU187(5)

Washington Avenue, Bergen County, SU88(2)

Traffic Control Devices, Somerset County, SU9999(2)

Howard Boulevard, Morris County, S255(1)

Railroad Avenue, Monmouth County, SU264(1)

Easton Avenue, Somerset County, SU99(4)

Easton Avenue, Somerset County, SU99(5)

Lakeside Boulevard, Morris & Sussex Counties, S217(1)

Westfield Avenue, Union County, SULL1(2)

Flemington-Whitehouse Road, Hunterdon County

Plainfield Avenue, Union & Somerset Counties, S266(1)

ADVERTISED:

Wrightstown-Cookstown Road, Burlington County, S131(2)

BIDS RECEIVED:

Tuckerton-Warren Grove Road, Ocean County, S252(1)

SUBMITTED FOR PROGRAM APPROVAL TO BUREAU OF PUBLIC ROADS:

Traffic Control Devices, Ocean County, S9999(1)

Hazen-Bridgeville Rd. RR. Overpass, Warren County, S103(4)



Month of April

1966

Division: Maintenance and Equipment

Bureau: Equipment

A. SPECIAL PROJECTS

1. Michigan Loader Model 35AWS Demonstration - Three personnel attended demonstration of the all wheel steer loader on April 7, Moorestown, New Jersey. This machine has more versatility than our operation requires.

- 2. Gemar Model 85 Tow Type Hydraulic Street Sweeper Demonstration Three personnel attended demonstration at the MGS plant, Denver, Pennsylvania, on April 28. Machine is towed by dump truck and loads sweepings directly into dump body through auger type conveyor. Machine would perform well in our long, straight, sweeping operations.
- 3. 6 Month Evaluation of Jacob's Engine Brake Brake installed on diesel tractor truck HY-E791, April 1. Evaluation will consist of performance, safety, and economy of operation.
- 4. Controlled Maintenance Thru Lube Oil Analysis Four personnel attended meeting on April 21 on lube analysis through Analysts, Inc., controlled maintenance by spectro chemical, chemical, and physical property tests. This type of program will pinpoint engine problems so minor repairs can be made before major failures occur. Program seems to have merit.

B. TRAINING

- 1. Mechanic's Training on Spreaders Program outline is completed. Slide photographs will be taken on May 5 and training sessions will start on May 16. There will be five training sessions, one for each District and one for Fernwood.
- 2. Factory School on Mobil Sweeper 55 personnel, including mechanics, operators, Supervising Garage Foremen, and Assistant Supervisors were trained in preventative maintenance and operation of the sweeper on April 26 and April 27. This was the first training of this type conducted by the Mobil factory and it left a lot to be desired.
- 3. Driver Training School Three personnel attended driver training school April 14 and 15 at the Department's Training Center, Scotch Road. Course of instruction included safe driving methods and methods of teaching this course. Personnel from National Safety Council presented course.



C. ADMINISTRATION

- 1. Specifications and Order Requests Completed (1965-1966 Fiscal Year)

 Month 4

 Fiscal Year 92
- 2. New Equipment Received

ITEM	QUANTITY	DISPOSITION
1 ton Utility Trucks	3	Assigned to Signs and Lines Section
McConnaughay Mixer	1	Being serviced

- 3. Disposal of Equipment None
- 4. <u>Leases</u> Negotiated 0
 Cancelled 2
 Leases in effect 96
- 5. Claims
 - * Accident Reports Received

Туре	No. per Month	No. per Fiscal Year
Billable Non-Billable	9	168 164
No Insurance Coverage	18	143
Total Accident Reports Rec'd.	36	475

Payments Received				Nun	mber Claims	Number
Number Amount]	Claims		
Month	Fiscal Year	Month	Fiscal Year	Month	Fiscal Year	Pending
27	115	\$2,844.81	\$ 13,745.98	14	141	50

Personal Injury Reports Received and Processed

No.	per	month _		8		
No.	per	Fiscal	Year	74		

^{*} SR-1 forms processed and filed with Division of Motor Vehicles in all accidents involving personal injury or property damage in excess of \$100.00.



D. INVENTORY

Cars			Total - 446
Trucks			Total - 974
Road Equipment	- Heavy duty, self-propelled	- 108	
	Light duty, self-propelled	- 501	
	Rolling, self-powered	- 190	
	Rolling, all other	- 466	
	Portable, self powered	- 119	
	Powered Accessories	- 477	
	Mechanical Accessories	- 43	
	Miscellaneous	- 34	
			Total - 1938
Snow Plows			Total - 1159

E. PRODUCTION

LOCATION

NO. REPAIRS AND/OR PROJECTS

TOTAL INVENTORY - 4517

	MAJOR Fiscal		MINOR Fiscal		MISCELLANEOUS Fiscal	
	Month	Year	Month	Year	Month	Year
Fernwood Shops-Total	576	5830	257	3056	530	6122
Total	576	5830	257	3056	530	6122
District #1 * Clinton Netcong	62 65	932 714	53 67	2998 1148	105	2333
Total	127	1646	120	4146	212	3383

^{*} Branchville not operating as a garage.



E. PRODUCTION

LOCATION

District #2 Avenel Lodi Newark Total	38 47 56 ———————————————————————————————————	278 368 379 1025	58 25 49	455 570 882	308 147 134	2063 1491 1345 4899
10 (a)	. 141	1025	132	1907	589	4099
District#3 Toms River	. 16	311	14	378	109	1357
Total	16	311	14	378	109	1357
District #4 Cherry Hill Hammonton Vineland	55 39 119	369 328 1049	139 62 122	1932 556 1070	356 35 155	3295 685 1170
Total	213	1746	323	3558	546	5150
Total of all Districts	497	11728	589	9989	1456	14,789
Total of all Districts and Fernwood	1073	10,558	846	13,045	1986	20,911



Month of April. 1966

Division: Traffic Engineering

Bureau: Electrical

OPERATION

25 movable bridges, full time; 9 on notice, 2 closed to navigation.

MAINTENANCE

1,247 traffic signals, 5 lane control systems, 626 illuminated signs, 36 movable bridges, 425 mobile radio units, 11 base stations, 6,448 State maintained lighting units. Replacement, equipment knocked down, 38 locations.

CONSTRUCTION BY BUREAU FORCES

6 new traffic signals, 55 traffic signal revisions, 9 completed, 83 traffic signals under construction.

CONSTRUCTION BY CONTRACT

Route 80, Section 4, Electrical Contract #2 - 99% complete. Route 295, Section 2, Electrical Contract #3 - 3% complete.

DESIGN BY BUREAU FORCES

Traffic Signals for roadway construction - 4 completed.
4 field surveys and 2 drawings for Traffic Operations Section.

DESIGN BY CONSULTANTS

Highway lighting, Route 78, Sections 5P, 5N, 5K and 5M - 80% complete.

Highway lighting, Route 78, Port Street Interchange, Newark - 95% complete.

Highway lighting, Route I-80, West of Parkway, Contracts 3, 1, 5, - 91% complete.

Highway lighting, Route 295, Section 2, Contract #4 - 40% complete.

Highway lighting, Route 278, Section 1D - 50% complete.

INSPECTION

75 PUO relocations; 6 FAS projects; electrical work in 33 road and bridge construction projects; 2 prime electrical contracts.

NEGOTIATIONS

3 traffic signals under negotiation; 8 completed.
1 field inspection and contact with local officials, 1 "SIGNAL AHEAD" sign.

CLAIMS

Payments received, \$17,148.46.
Property damage claims set up, 43.
Traffic signal cost sharing claims set up, 4.
Work Orders issued resulting in claims, 25.

PLANS REVIEWED

Construction Division - 14; Bridge Division - 15.

SPECTIFICATIONS PREPARED - 4 SPECIFICATIONS REVIEWED - 5.



1966 Month of April.

Traffic Engineering Division:

Bureau: Traffic Operations Section, Traffic Regulations Section, Sign Engineering.

TRAFFIC OPERATIONS SECTION	RECEIVED	COMPLETED
Traffic Signal Requests (New) Recommended Not Recommended	, 14	2
Traffic Signal Requests (Revisions) Traffic Engineering Investigations Contract Drawing Review Signal Layout and Design	14 12 1	1 19 13 1
Field Investigations - 19		

Conferences with public officials - 16

70 Work backlog: Requests for new traffic signals Requests for investigations at existing traffic signals -50 Requests for revisions at existing traffic signals 4 5 Réquests to review contract drawings

TRAFFIC REGULATIONS SECTION

Hazardous locations investigated - 73. Of these, 54 were sites where fatal accidents have occurred.

Gene	eral Investigation	ons and Meetings				
Rt.	USl Freeway	Mercer County, City of Trenton; review of lane lining.				
Rt.	US1 Freeway	Mercer County, City of Trenton; channelization and coding of lane lines.				
Rt.	USl Freeway	Mercer County, City of Trenton; advertising signs.				
Rt.	USI	Middlesex County, Edison Township; speed zoning.				
Rt.	US9	Atlantic County, Linwood City; school detour.				
Rt.	US9	Middlesex County, Madison Township; meeting with local officials.				
Rt.	1.7	Bergen County, Paramus Borough; lane coding.				
Rt.	US22	Hunterdon County, Readington Township; signs and hash boards at Fiddler's Inn curve.				
Rt.	US22	Somerset County, North Plainfield Borough; meeting regarding pedestrian cross-walk.				

Mercer County, City of Trenton; signs. Rt. 29 Freeway

Monmouth County, Middletown Township; construction signing. Rt. 36

Essex County, Fairfield Township; accident investigation. Rt. US46

Passaic County, Wayne Township; construction signing. Rt. US46

Passaic County, Wayne Township; meeting with Resident Engineer and Rts. US46 & 23 contractor.



Month of April, 1966

Division: Traffic Engineering

Bureau: Traffic Operations Section, Traffic Regulations Section, Sign Engineering.

TRAFFIC REGULATIONS SECTION (continued)

Rts. 49 & 50 Cape May County, Upper Township; meeting with Assemblyman Perskie.

Rt. 71 Monmouth County, Brielle Borough; meeting with Chief of Police.

Rt. 179 Hunterdon County, E. Amwell Township; speed zoning.

Rt. US206 Burlington County, Shamong Township; meeting with Mr. Walker of

Conservation and Development.

Rt. 295 Gloucester County, Logan Township; speed zones.

Lane lines installed on portions of Routes US1, US1&9 & 3, 4 & 17, US9, 28 and 175.

Accident Analysis

Accident logs and files are up-to-date.

Investigations at 26 locations indicated certain deficiencies, although these deficiencies were not considered as contributing factors to fatal accidents.

Highway Safety Spot Improvement Program

A listing of 50 hazardous locations along State highways was prepared and forwarded to the Planning Division for submission to the Bureau of Public Roads.

A compilation of approximately 158 recommendations, made by the State Police, for engineering study of locations deemed to be hazardous, was broken down into various categories (such as jug handles, overpasses, center barriers, signals, signs, etc.) and presented to the interested Sections of the Department for consideration and evaluation.

The disposition of each item recommended was listed and submitted to the Director.

SIGN ENGINEERING

	RECEIVED	COMPLETED	PENDING
Items of correspondence Contract plans for State system - checked and returned with comments to Director, Division of Design.	47 3	<u>1,1,</u> 3	53
Construction plans for Interstate system in Phase 2 and 3 submissions.	2	2	

Man hours spent on:

Workshop for development of new sign standards, for "Manual on Uniform Traffic Control

Devices".
Investigations for sign revisions.

- 312

20

31 Requests for sign erections submitted to the Bureau of Maintenance.



II. GENERAL ACTIVITIES

Court appearances on appointment of condemnation commissioners and various motions; hearings before condemnation commissioners; trials; preparation for court appearances; preparing legal briefs and memoranda; conferences re same; conferences with various Deputy Attorneys General.

III. INTERDEPARTMENTAL SERVICES

Conferences with department heads with reference to various problems; opinion memoranda for Commissioner Palmer's office, department heads and employees; approving, disapproving and rewriting various legal papers and documents; recommendations for condemnation or settlement; trial preparation; brief writing and similar services.

IV. MISCELLANEOUS

Attend bidding; see that all necessary papers are prepared; dictate all court matters; numerous other matters which arise during the course of the month.

V. SPECIAL

At the end of March we had 503 condemnation cases pending. At the end of April we had 564 cases. We are about to receive a rush load of between 150 and 175 cases to be filed before the end of June.

WJM: fh



19 66

MONTHLY DIVISIONAL REPORT

Division: Right of Way Acquisition & Titles

Bureau: Title

TITLE SEARCHING

146 searches and 242 continuation searches were completed throughout the State.

TITLE EXAMINING

103 title searches were examined and reports of title prepared.

LEGAL INSTRUMENTS

87 legal instruments were prepared and forwarded to the owners or their attorneys for execution.

CERTIFICATE OF TITLE

113 certificates of title were prepared and submitted to the Department of Law for approval.

SETTLEMENTS

167 final settlements were made with property owners.

CONDEMNATIONS

65 tith memorandums were prepared and forwarded to the Department of Law. Approximately 20 memoranda, previously submitted, were continued and revised for Department of Law. 312 condemnation notices were served.

TITLE COMPANIES

52 deeds were delivered through the offices of title companies.

73 checks were delivered to title companies with instructions for settlements with the owners. 57 settlements reported by title companies.

47 Reports of Title were received from title companies.

REAL ESTATE DN.
MAY - 3 1966

Vincent J.Rebbeck Title Officer



Division:

Maintenance & Equipment

Bureau:

Buildings & Grounds

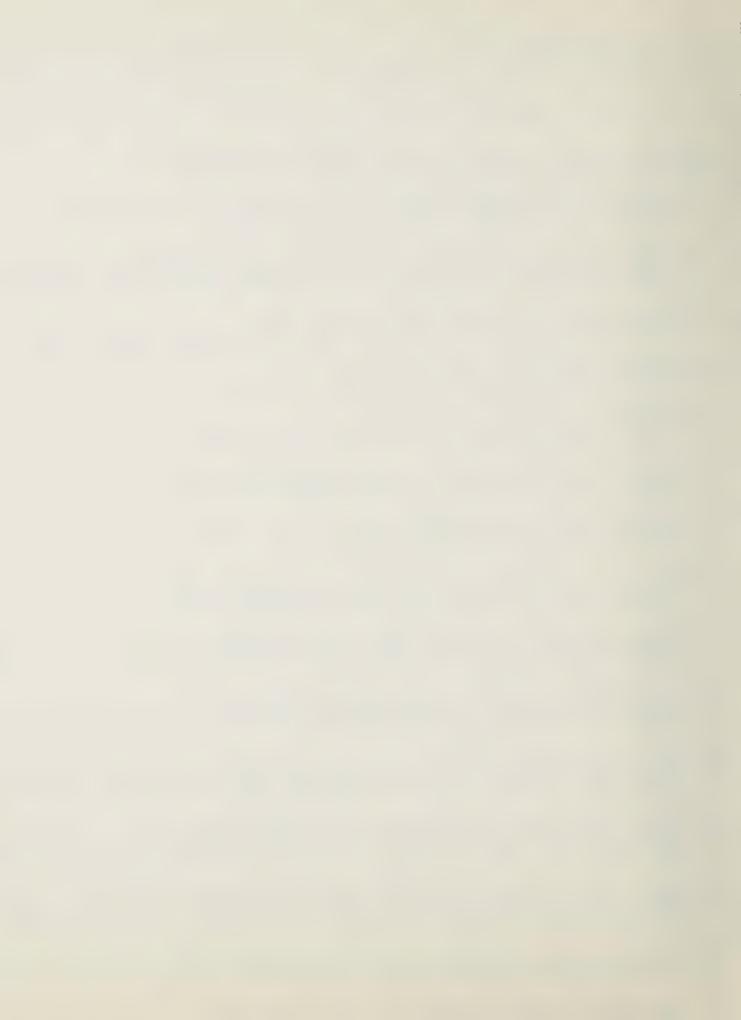
A. Buildings & Grounds - Major Maintenance, Additions & Improvements

- 1. Yard & Buildings Lighting (CAK)

 Bridgeport Installation of photo cell and additional yard lights completed.

 Sayreville Installation of 100 amps. service completed.
- 2. Newark Garage & Office Building Exterior Renovation's (64-219) (GFS)
 Redrafting of specifications being held by architect pending clarifying instructions
 from Bureau of Construction.
- 3. Newark Office & Garage New Boiler (65-275) (GFS)
 Installation work 95% complete. Final inspection in testing scheduled for May 6, 1966.
 - 4. Metuchen Field Office New Roof (65-278) (CAK) Waiting Bur. of Construction to obtain bids.
- * 5. Columbia Water Supply System (65-281) (GFS)
 Project being advertised for receipt of bids May 12, 1966.
- * 6. Columbia Sanitary System & Facilities (65-282) (GFS)
 Project 95% complete --- completion waiting installation of water supply system.
- 7. Maintenance Yard Fencing Various l'ards (WRA)
 Projects 65-284 & 65-286 being advertised for bids. Project 65-283 & 65-285 have
 just been processed to Bur. of Construction.
 - 8. Fernwood Electrical Distribution System Study (66-305) (CAK) No further progress on study for Fernwood Distribution System.
 - 9. Sanitary Facilities, Maintenance Yards Phase 3 (65-297) (CAK)
 Majority of materials received. Installation of chemical units completed at Wilburtha,
 Mansfield Square and Crystal Lake Yards.
 - 10. Clinton Point Garage Addition to Building (65-301) (JYK)
 Construction Work Order and plans issued for construction, materials ordered.
 Construction started, masonry work 90% complete.
 - 11. Wall Township Addition to Building (Electrical) (66-309) (JYK)

 Architectural design revised. Construction Work Order written and plans issued for construction. Materials ordered.
 - Newark Garage & Office Construction of Guard House (66-310) (JYK)
 Plans reviewed and approved by District personnel and security office. Construction
 Work Order issued. Materials ordered.
 - Partitioning layout made and reviewed by District personnel. Order Requests, plans and specs issued for purchase of partitions.
 - 14. Fernwood, Bldg. #1 Permanent Exterior Repairs (66-315) (JYK)
 Project being held up by Bur.of Construction.
 - Main Office Partitioning Rooms 237 & 238 (66-316) (JYK)
 Received, reviewed, approved and returned vendor's shop drawings. Delivery scheduled next month.



Division: Maintenance & Equipment

Bureau: Buildings & Grounds

A. Buildings & Grounds - Major Maintenance, Additions & Improvements (Cont'd)

- # 16. Totowa Preliminary Renovations (66-321) (CAK)
 Project held in abeyance pending relocation of testing laboratory scheduled for early May.
- Robbinsville Heating System for Bldg.#5 (66-324) (PJV)
 Continuing evaluation of infra-red heating system.
- ** 18. Fernwood Laboratory, Additional Lighting (66-326) (WRA)
 Lighting survey completed of entire laboratory building. Evaluation of needs to be made.
- * 19. Bridgevort Yard Fencing (66-345) (JYK)
 Preliminary layout and estimates prepared and Order Requests written.
- * 20. Somerville Loading Platform (66-351) (JYK) Preliminary plans being prepared.
- * 21. Toms River Garage New Oil House (66-352) (GFS)
 Preliminary site survey made to ascertain needs.
- * 22. Cherry Hill Screen Fencing (66-353) (JYK)
 Preliminary layout made and estimate prepared and Order Requests written.
- ** 23. Branchville Yard Fencing (66-354) (PJV)

 Preliminary layout made, estimate prepared and Order Requests written.
- # 24. Washington New Well and Supply System (66-355) (CAK)
 Preliminary cost estimate made and Order Requests written.
- # 25. Lakehurst New Well and Supply System (66-356) (CAK)
 Preliminary cost estimate made and Order Requests written.
- * 26. Newark New Interior Building Lighting (66-359) (GFS)
 Survey made of lighting levels throughout office area. Detail layout and ordering of materials dependent upon availability of new funds.
- ** 27. Fernwood Yard Paving, Phase 2 (66-360) (WRA)
 Plans and Construction Work Order prepared. Waiting for availability of new funds.
- # 28. Main Office Space Allocation, Partition Removal (66-362) (CAK)

 Partition removal work completed in one entire wing for relocation of Accounting Division. Additional phases of work to be scheduled as areas become available.
- # 29. Fernwood, Laboratory Interior Building Repairs (66-363) (CAK)
 Major work program started on renovation and repairs of mechanical systems.

B. Special Equipment

* 1. Newark Garage - Fume Exhaust System (65-277) (GFS)

Project being advertised for bids. Supplemental Order Requests and Detailed Applications written to cover increased estimated cost.



Division: Maintenance & Equipment

Bureau: Buildings & Grounds

B. Special Equipment (Cont'd)

- * 2. Mercer Airport Fog Room Installation (66-322) (GFS)

 Electrical work approximately 80% completed. Balance of work approximately 35% complete. Completion dependent upon receipt of necessary materials.
- * 3. Fernwood Bldg. #17 Ventilation (66-323) (GFS)
 Project closed out.
- * 4. Cherry Hill Ventilation for Garage Office (66-331) (GFS) Field investigations made. Preliminary design started.
- # 5. Bldg. #h, Fernwood Sawdust Collection System (66-357) (CAK)
 Preliminary layout and cost estimates prepared. Order Request written for equipment.
- # 6. Bldgs. #8 & #17, Fernwood Exhaust Systems (66-358) (CAK)
 Preliminary estimates prepared and materials being ordered.
- * 7. Newark Office & Garage Air-Conditioning System (66-364) (GFS)

 Preliminary estimate prepared. Preliminary layout and closer estimate to be prepared when new funds become available.

C. Site Development & Improvement

- ** 1. Clinton Point Garage Yard Drainage (64-240) (PJV)
 Materials ordered by District. Work scheduled to start upon delivery of materials.
- Frelinghuysen Tup. Elementary School Well Contamination (64-230) (CAK)

 Plans and specifications being prepared for excavation and replacement of

 contaminated earth at old yard site. Bids scheduled to be advertised week of

 May 19, 1966.
- * 3. Lodi Garage & Yard Site Development (61-111) (JYK)

 Balance of work to be scheduled by District.
- Newark Garage Fencing & Yard Development (60-043) (PJV)

 Further work temporarily deferred pending outcome of negotiations by ROW with City of Newark for additional property.
- ** 5. Secaucus Yard Development (64-195) (PJV)

 Order Requests written for drainage materials.
- ** 6. Pennsauken Yard Development (65-279) (PJV)

 large area of site filled and rough graded. Order Requests written for additional fill and drainage materials.
- * 7. Cherry Hill Development of Maintenance Yard (65-249) (JYK) Installation of paving scheduled by District for Spring.
- * 8. Glassboro Site Development (64-208) (JYK)
 No further progress pending completion of new building.
- ** 9. Fairlawm Development of Yard Site (65-245) (WRA)
 No progress.



Division: Maintenance & Equipment

Bureau: Buildings & Grounds

C. Site Development & Improvement (Cont'd)

- ** 10. Netcong Yard Development (65-272) (PJV)

 No progress pending negotiations for acquisition of additional land.
- * 11. Cherry Hill District Office, Final Site Development (65-289) (JYK)

 Additional landscaping work in progress. Paving of additional parking areas scheduled by District for Spring. Plans being prepared for exterior building lighting.
- ** 12. Rockaway Twp. Preliminary Site Development (65-294) (PJV)
 Site being gradually filled by District forces. Additional clearing operations scheduled to start shortly.
- * 13. Somerville Yard Development (64-194) (JYK)
 Final site work including paving of entrance roads and additional landscaping scheduled by District.
- ** 14. Fernwood Building Maintenance Shop, Site Development (66-312) (PJV) Site work held pending installation of sanitary sewer line.
- Fernwood Additional Toilets and Sewer (65-242) (PJV)
 Construction plans and Construction Work Order issued. Materials ordered.
 Funds received from Dept. of the Treasury on their contribution.
- * 16. Lodi Yard Screening and Beautification (66-328) (JYK)

 Order Requests written for screen fencing. Design and installation of landscaping to be co-ordinated with landscape engineer and Bur. of Maintenance.
- # 17. Branchville Alleged Well Contamination (66-329) (CAK)
 No further action.
- * 18. West Berlin Site Development (66-367) (JYK)

 Meeting held at site with Township Engineer with respect to their concern for area drainage and to explain and review our proposed development of yard.

 Site clearing and grading in progress.

D. Capital Building Construction

- New Garage & General Service Bldg. Cherry Hill Twp. (60-017) (CAK)
 Bureau of Construction taking action to complete project through bonding agent.
 - 2. Cherry Hill Garage & District Office Addition to Bldg. (63-181) (CAK)

 Treatment of precast panels and installation of letters designated. Work scheduled for May. Balance of landscaping installed except at building line, pending completion of building.
 - 3. Somerville New Maintenance Bldg. (60-060) (JYK)
 Final payments made for corrective work on original project. Architect establishing cost estimates on remedial work for aprons.
- ** 4. Fernwood New Building Maintenance Shop (64-235) (WRA)
 Plumbing and electrical work approximately 90% complete. Installation of floor
 tile being completed.



Bureau: Buildings & Grounds

D. Capital Building Construction (Cont'd)

- * 5. Iodi New Maintenance Building (63-175) (JYK)
 Contract awarded for installation of sign letters. Exterior lighting being designed.
- * 6. Cherry Hill Loading Platform (64-207) (JYK)

 Project temporarily deferred pending redesign of salt building.
- * 7. Glassboro New Maintenance Bldg. (64-227) (JYK)

 Masonry block work and rough plumbing completed. Balance of work in progress.
- * 8. Cherry Hill Salt Bldg. (64-224) (JYK)

 Redesign of structure being held up pending negotiations with Architect by Bur. of

 Construction.
- * 9. Cherry Hill Equipment Storage Bldg. (64-225) (JYK)
 Redesign of structure held up pending negotiations with Architect by Bur.of Construction
- ** 10. Netcong New District Office & EOC (63-147) (WRA)
 Footings, foundation walls, basement floor slab and interior walls poured and complete.
 Exterior masonry in maintenance wing complete---awaiting steel rough joyce. Redesign made for installation of telephone system. Plumbing and electrical work in progress.
- * 11. Pennsauken New Maintenance Bldg. (65-290) (JYK)

 Project reassigned to another architect following return of assignment by first. Job

 meeting held at site and preliminary schematics being prepared.
- ** 12. Secaucus New Maintenance Bldg. (65-291) (WRA)

 Preliminary yard and building layout plans received from architect being reviewed for approval.
- ** 13. Rockaway Twp. New Maintenance Bldg. (65-292) (WRA)

 Meeting held with architect to review preliminary layouts for building and site,
 architect preparing preliminary plans.
- * 14. West Trenton New Maintenance Building (65-293) (GFS)

 Preliminary plans have been received from the Architect and reviewed and returned for corrections.
- Main Office Bldg. Expansion (63-184) (JYK)

 Preliminary plans reviewed and returned to Bur.of Construction with comments for corrections. Space study currently not received from Bur.of Industrial Engineering. Various meetings held with architects and engineers on electric service, telephone installation and heating system. Test borings completed and logs forwarded to architect and Bur.of Construction. Preliminary layouts reviewed with Pur.of Industrial Engineering. Meeting held with Deputy Commissioner and space assignment plans were selected and architectural facade treatment approved. Funds have been requested for an addition to the existing boiler room and replacement of two existing boilers.
- * 16. Hightstown Volatile Storage Bldg. (65-299) (JYK)

 Excavation, foundations, floor slabs and masonry work complete. Work temporarily discontinued pending delivery of materials.



Bureau: Buildings & Grounds

D. Capital Building Construction (Cont'd)

- ** 17. West Berlin Temporary Steel Building (66-318) (PJV)
 Waiting for delivery of materials.
- * 18. Cumberland Temporary Steel Bldg. (66-319) (GFS)
 Waiting for delivery of materials.
- * 19. West Trenton Volatile Storage Bldg. (66-333) (GFS)
 Design assigned to architect in conjunction with design of main maintenance bldg.
- * 20. West Trenton Salt Storage Bldg. (66-334) (GFS)

 Design assigned to architect in conjunction with design of main maintenance bldg.
- ** 21. Rockaway Twp. Volatile Storage Bldg. (66-335) (WRA)
 Bureau of Construction has not yet made an assignment for design.
- ** 22. Rockaway Twp. Salt Storage Bldg. (66-336) (WRA)

 Bureau of Construction has not yet made an assignment for design.
- ** 23. Branchville Salt Storage Bldg. (66-337) (WRA)

 Bureau of Construction has not yet made an assignment for design.
- * 24. Glassboro Volatile Storage Bldg. (66-338) (JYK)

 Bureau of Construction has not yet made an assignment for design.
- * 25. Pennsauken Volatile Storage Bldg. (66-339) (JYK)

 Bureau of Construction has not yet made an assignment for design.
- * 26. Pennsauken Salt Storage Bldg. (66-340) (JYK)
 Bureau of Construction has not yet made an assignment for design.
- ** 27. Lodi Volatile Storage Bldg. (66-341) (WRA)

 Assignment for design not yet made by Bur.of Construction.
- ** 28. Lodi Salt Storage Bldg. (66-342) (WRA)

 Assignment for design not yet made by Bur.of Construction.
- ** 29. Secaucus Volatile Storage Bldg. (66-343) (WRA)

 Assignment for design not yet made by Bur. of Construction.
- ** 30. Fort Lee New Steel Bldg. (66-3h6) (WRA)

 Order Requests written for purchase of building. Preliminary design started for construction of foundations, and utilities.
- * 31. Deepwater New Steel Bldg. (66-347) (JYK)
 Order Requests written for purchase of building. Preliminary design started for construction of foundations, and utilities.
- * 32. Quinton Twp. New Steel Bldg. (66-348) (JYK)

 Order Requests written for purchase of building. Preliminary design started for construction of foundations, and utilities.
- ** 33. Sussex New Steel Bldg. (66-349) (WRA)

 Order Requests written for purchase of building. Preliminary design started for construction of foundations; and utilities.



Bureau: Buildings & Grounds

D. Capital Building Construction (Cont'd)

- Parsippany-Troy Hills Second Steel Bldg. (66-350) (WRA)
 Order Requests written for purchase of building. Preliminary design started for construction of foundations, and utilities.
- Lambertville New Maintenance Bldg. Final Site Development (66-365) (GFS)
 Order Requests and Detailed Application prepared for design and construction. Design program being prepared.

E. Acquisition of Maintenance Properties

- Alpine Acquisition of Replacement Site (65-263) (PJV)

 Meeting held with representatives of Palisados Interstate Parkway Commission. Proposed site inspected. Further action for acquisition pending decision of Division on needs for site in this area.
 - 2. Sussex Acquisition of Replacement Site (65-261) (CMC)
 Three possible sites have been reviewed. Waiting for resolution of Master Plan Study
 by Bureau of Maintenance.
 - 3. Paterson Replacement of Yard Site (59-006) (CMC) No progress.
 - 4. West Orange Acquisition of Yard Site (63-180) (CMC)
 Proposed site investigated. Action held pending condemnation proceedings.
 - 5. Fort Lee Replacement of Yard Site (60-044) (PJV)
 No progress.
- Bedminster Acquisition of Yard Site (64-202) (PJV)

 Division of Right-or-Way negotiating with owner for 10 acres of land on southbound lane of Route 287. Exploring possibility with Division of Design for dual use of site as a truck rest area and maintenance facility.
- 7. Lambertville Acquisition of Yard Site (64-204) (PJV)

 Minor sub-division for approximately 10 acres approved by West Hamwell Twp. Planning
 Board. Waiting approval of Department of Treasury before drawing up deed for transfer of title.
- Parsippany-Troy Hills Acquisition of Yard Site (63-151) (PJV)

 Approval received for use of tract at intersection of Rts.8, 280 & 46. Final disposition waiting results of master plan study being developed by Bur.of Maintenance.
- * 9. Freehold District Office Acquisition of Yard Site (63-185) (PJV)

 Discrepancies between actual survey and deed description being ironed with seller and adjacent property owners. Corrections will be made and new deed prepared for final transfer of property.
- Garden State Parkway Acquisition of Permanent Site (62-251) (PJV)

 Legal blocks prevent use of existing site on a permanent basis until Rule of Adverse Position can be employed. Replacement site on excess right-of-way will be held in escrow and present site developed in a temporary manner. Project completed.



Bureau: Buildings & Grounds

E. Acquisition of Maintenance Properties (Cont'd)

- Burden's Hill Yard Replacement (65-269) (PJV)

 Deed received but returned to owner for correction of error in preparation. Recording of corrected deed will be made when received.
- Whippany Acquisition of Yard Site (62-138) (PJV)

 Division of Right-of-Way progressing with acquisition of parcels required. Division of Design investigating use of abandoned railroad right-of-way for access to site.
 - Newark Acqusition of Additional Property (65-250) (CMC)

 Additional property parcel presently in condemnation proceedings with City of Newark.
- ** lh. Netcong Additional Site Acquisition (65-300) (PJV)

 Meeting to be scheduled with owner of adjacent land to effect negotiations.
- ** 15. Butler Replacement of Yard (62-139) (PJV)

 Location survey will be made for negotiation with City of Newark for acquisition after review of master plan study being carried on by Bur.of Maintenance.
- ** 16. West Berlin Yard Replacement (66-317) (PJV)
 Waiting transfer documents from Dept. of Law & Public Safety for 3.5 acres in rear of existing State Police barracks on Route 73.
- ** 17. Deepwater Acquisition of Yard Site (64-206) (PJV)
 Waiting formal transfer of property from ROW Division for proposed site.
 - 18. Netcong Lease or Purchase for Regional Office (66-330) (CMC)
 No further progress.
- ** 19. Elizabeth Acquisition of Yard Site (60-065) (PJV)

 Threstigations being made into State owned property on Route 1 at North Avenue in Elizabeth. Final determination dependent upon master plan study and investigation with Division of Design.
- ** 20. Springfield Acquisition of Yard Site (66-332) (PJV)
 No further progress.
- ** 21. Morristown Acquisition of Yard Site (66-334) (PJV)
 Possible site from excess ROW parcels investigated, but released for disposition.
- ** 22. Mount Laurel Township Yard Acquisition (66-366) (PJV)

 Request made for reservation of a portion of ROW property being declared excess by N.J. Turnpike Authority.

F. General Administration & Special Projects

- 1. Renegotiated lease at Brielle
- 2. Specifications and Order Requests prepared for janitorial contracts for Bldg.#l in Fernwood (66-361).
- 3. Meeting held with Mercer County officials on plans to vacate Mercer County Workhouse property.



MONTHLY DIVISIONAL REPORT

Division: Maintenance & Equipment

Bureau:

Buildings & Grounds

F. General Administration & Special Projects (Cont'd)

- 4. Initiated work on removal of partitions in Main Office in conjunction with overall master plan for space assignment. One wing completed (66-362).
- 5. Representative of Bureau attended Plant Engineering Conference in Cleveland.
- 6. Meetings held with Data Processing on establishment of Cost Accounting Codes.
- 7. Meetings held with Civil Service and Personnel Division on setting up new jobs and formulation of job specs.
- 8. Meetings held with Accounting Division and Purchase & Stores to discuss problems arising from purchase through stock.

3. Summary

No. Major No. Minor	Buildings Buildings	35
Projects:	No. Initiated No. Closed Out No. Pending	22 4 135

Robert B. Briton

Robert B. Britton, Chief Bureau of Buildings & Grounds

Project Reporting Code

Mr. J. Y. Khoriaty

** Mr. P. J. Vecere

Mr. C. A. Kerr

RBB:bar

cc:		R.	Н.	Schuyler Mullen Andrews		J. G.	Y. F. S	Khoriaty Siebold
			Willmott Vecere	File	C.	M.	Combs	
		C.	Α.	Kerr				



SPEECH FOR:

Princeton YMCA April 25, 1966 Noon Luncheon R. H. Mullen

President Miller, Members of the General Mercer Club:

First of all, I want to say how very much I appreciate the opportunity to meet with you today and discuss what is, whether you have recognized as such or not, a matter of mutual concern — the care and feeding of our State Highway System.

We in the highway business presently enjoy what might be charitably described as low tide in the public esteem. The general theme of many magazine and newspaper articles seems to be that we consider it our sworn duty to replace "America, the Beautiful" with "The Asphalt Jungle". Apparently, we get no fun at all out of life unless we can, with one fell stroke, despoil a lonely countryside, desecrate a half-dozen historic and religious shrines, circumvent urban redevelopment with a few well-conceived "Chinese Walls", and, to top it off, unfeelingly evict several hundred widows and orphans while refusing to pay for their ancestral homesteads.

Well, if that were the case, I wouldn't be here. I'd probably be back in my office chuckling over the latest Highway Department scheme to transform Nassau Street into a 16-lane expressway with a rapid transit line in the center median. Just think how that would handle the football game traffic!



Seriously, though, the fact that so many people fail to understand in that the time to have avoided the problems which confront us today was 20 years ago. But we neglected them then, and now they cannot be avoided, they can only be resolved. And it is becoming increasingly impossible to resolve them without making someone unhappy.

The only course of action left to us is to resolve our transportation problems in a manner which produces the greatest possible benefits with the least possible unhappiness under the circumstances. And that is the policy of the New Jersey State Highway Department, all comment to the contrary notwithstanding.

(I might add that transportation is not the only area in which New Jersey is confronted with paying for past neglect. All of our major civic problems -- education, institutional care, water supply, air pollution -- all are alike in this respect.)

As far as highway construction is concerned, the problem in New Jersey can be outlined in rather simple terms:

The basic State Highway System, most of it built many years ago, is entirely inadequate to handle modern-day traffic which is at least five times the national average.

Development of new highway alignments in a State as urban as New Jersey is fraught with controversy, to put it mildly.



Once the alignment is fixed, often after years of needless delay, completion of the detailed design, especially in urban centers burdened with outmoded local traffic patterns and layer upon layer of utility lines, is a very complex procedure. It usually requires from 18 months to two years.

Purchase of right-of-way, in any built-up part of the State, is the most sensitive process of all. No one likes the State to take away his home or business, and so we are on the defensive with property owners right from the start. It is saying a good deal for the patience of our negotiators that they managed to buy \$40 million worth of right-of-way in the past year. And new Federal regulations which require us to provide Advisory Relocation Assistance have complicated the picture considerably.

And when construction finally starts, the cost is substantially greater than in most other states. Costs of \$10 million a mile are not uncommon.

On this basis, you can see we have our work cut out for us. Time, as the attorneys say, is of the essence. And so, we have to move just as fast as we can wherever we can. Otherwise the flood of population and traffic will surely swallow us all.

Fortunately, Mercer County has not yet experienced the extreme urbanization which has occurred in the northeastern metropolitan area. In Mercer County, if we act now, we can still avoid chaos. And creation of the proper transportation network in Mercer County, because of its geographic location, can go a long way toward resolving problems in other counties.



A glance at the map which I have given you shows quite clearly that Mercer County occupies a key highway position in our State.

You will notice that highways radiate from Mercer County in all major directions. Route 95 which is being constructed northward along the Pennsylvania side of the Delaware River into Mercer County. Route 295, as you may know, crosses the Delaware Memorial Bridge into New Jersey then follows the New Jersey side of the Delaware Valley area to its junction with Route 95, north of Trenton. Therefore, Mercer County serves as the meeting place for two interstate routes serving the east and west banks of the Delaware River in one of the most populous and highly industrialized regions in the United States.

Interstate Route 95 will continue north from Mercer County to the South Plainfield area, and then north, via the New Jersey Turnpike, to the George Washington Bridge. Mercer County, therefore, gets the advantage of Route 95 from Maine to Florida, and Route 295 from Delaware to the Trenton area.

Route 29 Freeway which now extends from the Scudders Falls Bridge east along the Delaware River to the State House complex. Everyone, I am sure, is familiar with our plans to extend the Route 29 Freeway to White Horse where it will connect with the Route 37 Freeway. This Freeway, in turn will extend into Ocean County as part of the Central Jersey Expressway which will provide first class highway service to the Central Jersey shore area from Asbury Park to the Toms River area. The construction of Route 92 easterly to Route 33 in the Hightstown area, and dualization of Route 33 to Asbury Park, will afford this area with easy connection to the Turnpike and the shore.



Another project of a more local nature will see the Route 69 Freeway constructed between New Brunswick Circle and Pennington. And, of lesser magnitude, but of great importance, will be the widening of Route 69 north of Pennington, and the widening of Route 206 from the Brunswick Circle north to the Somerset County line.

These new and additional highways, of course, will facilitate the orderly and intelligent development of Mercer County, and augment the considerable service provided the County by existing Route 1 and the New Jersey Turnpike.

It is well for Mercer County residents to consider the excellent highway system they are getting, particularly with relation to the relative state of development of the County. Few counties have the time lead Mercer County now enjoys to plan its land use wisely; to make sure that each land area is used for its highest and best purposes.

Many counties, particularly in our northern part of the State, have been literally swamped with industrial and residential growth and have attempted to patch together a highway system after the land had been absorbed. This does not have to and should not happen in Mercer County, and can be prevented through united and intelligent action by its citizens. Each community can control its future, but the steps yet untaken should be taken soon.

Let's look at what has been done for Mercer County in the past. Between 1954 and 1964 Mercer County was the recipient of over 36 million dollars worth of highway construction, highway maintenance and State aid directly to the county and municipalities within the County. Looking specifically at some of the major projects completed during this period, we see that over twelve miles of U.S. 1 was modernized to facilitate safer and greater ease of travel at a cost in excess of 6.4 million dollars.



In the Trenton area, Route 29 was extended west from the State House complex as a dualized freeway for approximately 5.3 miles. This was done at a cost in excess of \$6 million. Another important highway, Route 69, was widened and resurfaced over five miles of its length from Trenton to the Pennington Circle.

While there are no current highway construction projects actually underway in the field at present, plans are moving forward at an accelerated pace, and you can expect to see results from this activity in the near future. The Highway Department's 1964 construction program allocated \$2 million for engineering and right-of-way for the much needed 92 Freeway, otherwise known as the Princeton Bypass. Our 1964-1965 highway construction program allocated one and a half million dollars for right-of-way and construction to extend Route 29 Freeway from Willow Street to Ferry Street in Trenton. The same program allocated \$3.2 million to dualize Route 33 from Hightstown to Freehold.

Our 1965-66 construction program earmarked \$4 million on a 50-50 share—the-cost plan with the Federal Government, to construct Route 29 Freeway from Willow Street to Lalor Street in the City of Trenton. Also affecting Mercer County is a \$4 million allocation in that same program for advanced acquisition of right-of-way needed to construct Route 37 Freeway from its planned interchange with the Route 29 Freeway to Jackson Mills in Ocean County.

Now, all of this adds up to quite a bit of work, and when added to our commitments in other areas of the State, means we have a truly tremendous job facing us. To help accomplish our tasks, we have adopted a new management tool called the Critical Path Method.



The Critical Path Method utilizes flow charts to show the sequence of operations of a major project, such as the typical suburban highway project shown on these charts I have brought here today.

The flow chart has one continuous path that establishes the time to complete the project; this is known as the critical path.

Management is now able to compare, by means of computerized reports, the actual status of a project at any given time with where it should be in relation to the Critical Path Method schedule.

Important savings in time and taxpayers' money can thus be realized.

I hope this has given you a better idea of what we are trying to do and why. Your understanding is important to us, for your support makes our job just that much easier. We know this full well and therefore welcome opportunities such as this to put the facts before you. If, there are any questions, I will do my best.

Thank you.



MASS TRANSPORTATION IN THE NORTHEAST

by
Deputy Commissioner Russell H. Mullen
New Jersey State Highway Department

before the
Regional Conference
of the
Council of State Governments

May 5, 1966

At least on the basis of some rather agonizing experience, a representative from New Jersey may be peculiarly qualified to talk about mass transportation. With the most urbanized state in the country, with portions of our state encompassed in two giant metropolitan complexes centered in other states and with busy rail and highway corridors carrying people through the state, mobility is vital to the economy of New Jersey and the well being of its citizens.

Some of you may know that the traffic crossing the New Jersey-Pennsylvania border is greater than that which crosses any other state boundary in the country. And, as if this were not enough, the traffic crossing the New Jersey-New York border ranks second. The interstate traffic between New Jersey and its neighbors is undoubtedly the greatest in the nation.

We are doing all we can to accommodate this tremendously dense travel within our small compact state by building highways in the areas of greatest need as quickly as possible. But it is no secret that we are far behind the demand. At the present rate of accomplishment, it will take us many years merely to catch up, let alone provide for the anticipated great increase in



traffic. This, of course, contemplates the continuance of mass transportation carriers, particularly the commuter railroads.

Our situation without the aid of the rail lines would be unthinkable. They handle about a quarter of a million passenger
trips per day in New Jersey and diversion of this characteristically
peak period travel to the highways would result in chaotic
congestion.

New Jersey's commuter problem is further complicated by the fact that most of this travel is interstate and must cross two great natural barriers - the Hudson and Delaware Rivers. The restricted capacity of the vehicular crossings produces an effect not unlike the waistline of an hourglass. The rail crossings on the other hand afford an opportunity of accommodating substantially more people than now being carried.

At least \$2 billion would be required to build all of the highway facilities needed to handle the traffic volumes expected in New Jersey 10 years from now. This is far beyond the reach of our present highway construction budgets. Also these traffic estimates are based on continued operation of the commuter railroads. It is obvious to us that we have neither the money nor the time in which to build all of the highways which would be needed if the commuter railroads went out of business.



Another missing ingredient is space. Land on our crowded northern metropolitan area is at a premium. Right-of-way is becoming more difficult to acquire. The alignment of every new highway becomes a major source of controversy as residents and businessmen fight displacement. Every municipality wants good transportation but none of them want to give up the ratables which would be lost through acquisition of the necessary right-of-way.

So, lacking money, time and space, we must depend upon the rail lines to carry their share of the traffic. By their share, we mean a greater volume than they now carry.

In short, the New Jersey situation is the same as that existing in other parts of the Northeast. Our rail commuter lines must be continued if there is to be any possibility of keeping our present highway congestion within reasonable limits. We must utilize every possible facility of travel to the fullest extent if we are not to be strangled by endless lines of automobiles.

Like Boston, Philadelphia and Washington, as well as our friends in the other sectors of the New York City metropolitan area, New Jersey has taken steps to meet its mass transportation problem. Although the details differ, the pattern is the same in each case. There has been first a recognition that public transportation in urban areas is a public service which requires



public support, just as the public assumes responsibility for streets and highways, street lighting, police and fire protection.

Acceptance of this principle has sometimes been slow by some individuals who recall the "robber baron" days of railroad management when rail service constituted a virtual monopoly of transportation. The history of the last 40 years, however, has painted a far different picture of bankrupt or impoverished railroads and a constantly declining proportion of the nation's transportation.

perhaps in no other area has the trend away from the use of railroads been more apparent than in the passenger service. The American people have long since shown their preference for the private automobile and certainly no one is naive enough to believe that this attitude will be reversed. On the other hand, the speed of the airplane has confined long distance travel by rail to a small minority.

Yet in some areas one segment of rail passenger service has shown considerable stamina over the years - the peak period commuter travel. Despite antique equipment, slow schedules and constantly increasing fares, some lines are carrying more commuters than ever before.

Paradoxically, it is the vitality of this type travel which is causing many of the problems of the commuter railroads. On most



lines the advent of the 5-day week, suburban shopping centers and television has sharply reduced the off-peak and weekend use of rail service. With peak period demand continuing unabated, the railroads have been forced to maintain equipment and personnel which are needed for only a few hours in the day. The result has been recurring deficits from providing commuter service for every railroad in the Northeast.

Up until a few years ago the only answer which the railroads had was to raise fares and cut service or vice versa. The drive by rail management to be rid of the albatross of passenger deficits from their backs reached its climax following the passage of the Federal Transportation Act of 1958 which greatly facilitated the discontinuance of both interstate and intrastate service.

In the cities and states of the Northeast, the reaction was immediate. Philadelphia began to contract for rail service,

New York State gave tax relief to commuter lines and in New

Jersey a Division of Railroad Transportation was created in the

Highway Department. Some have questioned this organizational

arrangement. I can only say that we view the mission of the

Highway Department as providing for the safe, swift and convenient

movement of people and goods. The railroads are our ally and not

our competition in achieving our goal.

As it has in other areas in the Northeast, the rail program in New Jersey has expanded. The initial job was to keep essential trains running. This has been accomplished by means of a service



contract program under which railroads have been compensated for providing specific service. Thus far, payments have totaled about \$38 million in the 5½ years of the program. We consider this a bargain since the same amount would build only about six miles of modern freeway in an urban area.

Measure. New Jersey is now into the second phase of its rail program under which capital improvements will be made for the purpose of attracting more passengers and improving the economics of the operation. For example, specifications for a \$10 million order for new passenger cars were sent out to car manufacturers last week. Following their delivery in 1967, these high speed electrically powered cars will be leased to the Pennsylvania Railroad for operation in their New Jersey suburban service. As part of this arrangement, the Pennsylvania guarantees to provide service for at least 12 years. Also, cash payments to the railroad for service ended on June 30, 1965.

It is our hope that this type of improvement program will be repeated on the other essential rail lines so that our State will have a modern system capable of fulfilling its proper role in New Jersey's transportation network. Our observations of the efforts being made in the other Northeastern metropolitan areas convince us that all are moving in that same direction.

While mass transportation for commuters is vatal to New Jersey, we are also very much interested in the people who use our State



as a corridor to travel from New York to Washington or Boston to Philadelphia. There has been much in the news recently about improvements in rail travel in that so-called "Northeast Corridor". It might surprise you to know that on December 20 Bill S-2472 was introduced in the Congress in Washington to incorporate a National Transit Railway Company to operate improved railroad passenger service between Washington, D. C. and the Hudson River in New Jersey. Specifically, the bill called for railroad passenger service to operate so that speeds of 120 miles per hour or faster could be maintained with safety and economy. The trains to be propelled by electromotive power and fares to be no more than 2 cents per mile for coach travel. Again the day this bill was introduced was December 20 - but the year was 1894.

It seems incredible but it is true - over 70 years ago a bill was introduced calling for rail passenger service maintaining speeds of 120 mph or more between Washington, D. C. and the Hudson River in New Jersey. The Hudson River was designated as the northern terminus because in the year 1894 there were no tunnels or bridges crossing the Hudson River into Manhattan. And the author of that bill, a Senator Teller, probably thought it too daring or bold to call for the river crossing but not too daring to legislate a rail service operating at 120 mph or faster.

The way in which engineers have been able to design and construct bridges to span great stretches of water, and tunnels to underpass our widest rivers and pierce our densest mountains would probably



astound Senator Teller if he could observe them today. On the other hand, what has happened to our railroad passenger service in this same period would probably appall him.

To return to the present, some of you may not know that improved transportation in the Boston-Washington corridor has been under study for several years with the first task force report submitted in December 1962. Reports prepared by consultants were turned over to President Kennedy just a few days before his death in November 1963. The work that has been done since then has mostly been on alternatives to early recommendations which were "way out" in relation to traditional transportation practices.

The principal recommendation as developed by General American
Transportation Company of Chicago centered around constructing
an 18' gauge Railroad over which would operate cars 22 feet wide
and these cars would carry automobiles transversely. The notion
was that the reason why people drive their own automobiles for
intercity trips is that they need them or want them at destination.
So this system would permit car and passengers to be whisked along
at high speed, by-passing congestion, hazards, etc. then having
the convenience and economy of the automobile on arrival. However,
this wide-track gauge proposal was not embraced by the Department
of Commerce in Washington - the agency that has been administering
the studies.



Aside from this proposal, there seems to be two schools of thought on what ought to be done to improve corridor travel. One faction believes that improvements to rail transportation should be undertaken immediately and increase running speeds up to 100 to 125 miles per hour and thereby reduce the travel time from New York to Washington from 3 hours 40" to about 2 hours 30-45 minutes; that the reduction of one hour is all that would be needed to more effectively compete with the other modes and thus render the operation more economic. The other faction believes that research should be continued and make what has been referred to as a "quantum jump" in the improvements. Some people believe that we are standing on the threshold of a breakthrough in transportation technology and if we can only be patient a couple more years that there may be placed before the people a new concept in surface travel that combines the best advantages of the air support that the airplane has with the dependability of surface transportation that the rails have.

For the time being the first concept is being given a trial.

The Pennsylvania Railroad and the Department of Commerce have joined in ordering 50 new cars which will be used to supplement present New York-Washington service. Improvements in roadway, track and catenary wire are being made which will permit scheduled 100 mile per hour service in 1967. New Jersey has a particular interest in this service since late this summer four experimental cars will begin high speed test runs on a 19-mile stretch between



Trenton and New Brunswick which has been specially upgraded for this purpose. The tests and the augmented service are being designed to produce results which will permit 150 mile per hour trains by 1970.

On the other hand, the proponents of a break through in technology are also being given an opportunity. A revolutionary type of propulsion for railroad trains - although certainly not in aviation - is to be given a thorough test when gas turbine propelled cars are operated on the New Haven Railroad. The performance standards for these cars are to be as equally high as those prescribed for the new electric cars in the New York-Washington service and there is always the possibility that this new engine will produce even better results. Incidentally, a different version of the gas turbine car is soon to be tested for commuter type operation on the Long Island Railroad as a mass transportation demonstration project sponsored jointly by the Federal Government and the new owners of the Long Island, the Metropolitan Commuter Transportation Agency.

The efforts being made by governmental agencies at all levels demonstrates a growing realization by the public of the value of rail service in a comprehensive passenger transportation system and a greater awareness of the possibility of its loss. In New Jersey we feel that in considering mass transportation greater attention should also be given to coordination and



improvement of bus service since next to the automobile the motorbus provides for the bulk of travel within New Jersey and interstate trips to metropolitan areas in adjoining states. The bus companies have felt the same financial effects of automobile competition as have the rails and the economics of the common carrier bus operations - particularly those of the smaller companies and companies with only intrastate franchise - have become marginal.

is to be made in solving our mass transportation problems.

Certainly New Jersey, situated between the New York and Philadelphia metropolitan complexes, has found it absolutely necessary to coordinate its own planning with those of its neighbors. The Tri-State Transportation Commission composed of members from New Jersey, New York and Connecticut has now been in existence for nearly five years. Not only has it accumulated invaluable data concerning land use, travel patterns and transportation equipment inventories, but it has produced studies of great importance to the future of the New York City region. A similar effort has been made in the Philadelphia area by the Delaware Valley Regional Planning Commission.

New Jersey's experience of the last six years - and I am sure I speak for the other states in the Northeastern part of our country - has shown there are no easy solutions to the problems surrounding mass transportation. Yet a paralleling conclusion has been equally clear; that there is no adequate substitute for good



mass transportation in urban areas. Highways will continue to be built because we need them, nonetheless we would be foolish to allow the priceless asset of a good transit system to deteriorate and vanish. With a coordinated effort we in New Jersey believe essential mass transportation can not only be preserved but improved to the point where we will have that ideal - a balanced transportation system.



STATE STATE

Traffic Conditions Report

STATE HIGHWAY DEPARTMENT

Bureau of Public Information Trenton 25, New Jersey

RELEASE FRIDAY MAY 6, 1966

WEEK OF MAY 7 - MAY 13, 1966

Trenton, May 6 - The New Jersey State Highway Department today issued a list of locations where road construction may cause delays during the week of May 7 - May 13.

Atlantic

Route U.S. 30 - U.S. 9, Absecon and Pleasantville -- Between 7 a.m. and 5 p.m. Monday through Friday, traffic on Route 9 north of the White Horse Pike will be limited to one lane in alternating direction, and eastbound traffic will be reduced to one lane each way in the vicinity of Route 9.

Bergen

Route 17, Paramus, Ridgewood -- During construction of interchanges at Linwood Avenue and at Paramus Road, and widening of Route 17, one lane of traffic will be maintained on East Saddle River Road in each direction whenever possible. On Route 17, two lanes of traffic in each direction. No through traffic on East Glen Avenue.

Route 17, Ridgewood -- Traffic speed reduced during adjustment of intersection at Race Track Road.

Burlington

Route 295, Route 38, Mt. Laurel Twp., Maple Shade, Moorestown -- Parallel detours continue at Fellowship Road, Mt. Laurel Road and Route 38.

Route 73. Evesham Township -- Traffic will be .

diverted to one lane only on alternating sides, during drainage improvements and repaying on intersection with Route 70.

Burlington-Camden

Route 38, Maple Shade and Cherry Hill -- Traffic remains limited to one lane in each direction at construction of the interchange for Routes 38-73-41.

Camden

Route 168, Gloucester Township -- Minor delay in daytime on weekdays, for installation of water main on Almonesson Road (to Clementon Avenue) and on Front Street (to Black Horse Pike).

Essex-Union

Route 78-Route 24 interchange, Millburn, Springfield, Summit, Union -- Some delays on local roads during construction of bridges, road relocation and grading operations; Springfield Avenue is closed.

Gloucester

Route 40, Franklin Township -- Minor delays while bridge at Malaga is repaired. No interference on evenings and weekends.

Middlesex

Route 130, South Brunswick and Monroe Townships -During drainage installation work for Route 32
traffic on Route 130 will be restricted to one lane
in each direction. (more)

1966 TRAFFIC CONDITIONS REPORT

Monmouth

Route 36, Middletown, Keansburg, Atlantic Highlands
-- Delays at various locations due to widening from
one lane to two lanes in each direction, with barrier curb.

Route 35, Ocean Township -- Telephone installation work will cause drivers some delays on Asbury Circle (to Deal Road); not on evenings or weekends.

Morris

Route 46, Parsippany-Troy Hills, Mt. Lakes -- Delay near jug handle construction at intersection of Route 46 and Cherry Hill Road.

Ocean

Route 37, Dover Township -- Slow down of traffic during landscaping and paving work from Martin Avenue eastward to Mathis Bridge.

Route 70, Brick Township -- Slow down of traffic during paving of eastbound lanes.

Passaic

Route 80, Wayne and Totowa -- Delays during construction of ramps and bridges at Routes 80, 46 and 23. Detour will be opened west of Singac Circle for eastbound Route 46 traffic.

Salem

Route 295, Upper Penns Neck, Oldmans Township -Detours continue while bridges are built to carry
local roads over or under Route 295.

Somerset

Route U.S. 22, North Plainfield -- Intermittent delay and single-lane travel during excavation and drainage work. No interference with traffic from 7 to 10 a.m. and from 4 to 7 p.m.

Route 78, Bernards, Bridgewater, Warren Townships

-- Slow down near Routes 202-206 and Washington
Valley Road, as bridges are built.

Route 287, Far Hills, Bernards Township -- Annin
Road closed and temporary road in use, until Route
287 Bridge is completed.

Route 206, Somerville and Montgomery Twp. -- Road repairs will produce delays from Harlingen to Somerville during weekday, daylight hours.

Somerset-Morris

Route 78, Bernards, Warren, Passaic Twp. and Watchung
-- Grading, bridge building and paving work will cause
traffic interference on Mountain Ave., Hillcrest, and
King George Road.

Somerset-Union

Route 78, Watchung, Berkeley Heights -- Bridges under construction to carry Plainfield Ave. and Stoney Hill Road over the new highway, make continued detours necessary.

Union

Route 278, Elizabeth -- Some delay during construction of three lanes of traffic from Bayway Ave. to Goethals Bridge.

Aldene R.R. Plan, Hillside -- For elimination of grade crossing, Cedar Street is closed at intersection with Central Avenue, and Central Avenue at intersection with Dod Place.

Aldene R.R. Plan, Roselle Park -- Galloping Hill Road will be reopened at the Lehigh Valley Railroad on or about May 9, when work on crossing is completed.

Warren

Route 46, Hackettstown -- On weekdays, during daylight hours, a short detour will be in effect while sewers are installed.

TRAFFIC CONDITIONS REPORT

Last-Minute Addition 5/6/66

Union

Aldene R.R. Plan, Roselle Park -- When Galloping Hill Road is reopened next week, the following day Chestnut Street will be closed for about two weeks to permit final paving.

This means truckers with rigs higher than 10 feet 8 inches will have to use Faitout Avenue which provides 12 foot clearance, or Galloping Hill Road which provides better than 14 foot clearance.



BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

IMMEDIATE RELEASE

AREA CODE 609 --- 292 - 3105

1966
Route U.S. 1 & 9 (Truck) BIDS
Town of Kearny
City of Jersey City
Hudson County
Hackensack River Bridge
REDECKING

Trenton, May 5 - The New Jersey State Highway Department today announced a bid of \$974,154.00 by Franklin Contracting Co., Little Falls, was the lowest of four received on the first of two contracts needed to redeck the Route 1 & 9 bridge over the Hackensack River in Hudson County and erect a 32 inch high center barrier for most of the half-mile distance between Hackensack Avenue in Kearny and Route 440 in Jersey City.

All bids will be reviewed by State Highway Department Engineers prior to awarding the contract.

Other bidders were: Schiavone Construction Co, Secaucus, \$977,180.00;
Mohawk Constructors, Inc., Linden, \$1,023,709.00; The Conduit & Foundation
Corp., Philadelphia, Pa., \$1,099,805.00.

A Highway Department spokesman said major work on the bridge deck cannot proceed until a second contract is completed in July.

Bids on the second contract will be received May 19. This project will prepare by-pass routes to siphon traffic off the heavily travelled bridge. The plans call for improving Central Avenue and Fish House Road, and initial construction for an interchange at the junction of Fish House Road and Route 7 just west of the Wittpenn Bridge.

Traffic studies for the Hackensack River Bridge show that over one-third of the volume is heavy regional and national trucking. Normal inspection under the Department's preventive maintenance program indicates replacement (more)

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Control of the Contro

Route U.S. 1 & 9 (Truck) BIDS Town of Kearny City of Jersey City Hudson County Hackensack River Bridge REDECKING

of the deck is needed at this time to avoid great expense in the future and maintain continued safe movement of traffic.

The key highway to be affected by the work scheduled for this summer and fall is the #1 and 9 Truck Route which extends east from the foot of the Pulaski Skyway in Newark to the Holland Tunnel.

The bridge to be repaired carries six lanes of traffic over the Hackensack River between Kearny and Jersey City. To replace its deck, the Highway Department plans to close the eastbound half of the bridge early in July, replace the deck, shift traffic to the new portion and then repeat the process on the westbound half. The entire job is expected to be completed in October.

During construction, two-way traffic on the Hackensack River Bridge will be carried in three traffic lanes, with the center lane being reversible to carry the dominant flow of traffic. When traffic is light, normally between 8 p.m. and 6 a.m., the lane nearest the work area will be closed.

To prepare this alternate route, the Highway Department has made plans to widen and resurface Pennsylvania Avenue and Fish House Road as well as to ease sharp curves in its alignment for large trucks. The junction of Route 7 and Fish House Road will be improved to provide easier turning movements. This work is expected in May, and will be completed before the bridge project starts in July.

(more)

 $(x_1, \dots, x_{n-1}, \dots, x_{n-1}$

1966
Route U.S. 1 & 9 (Truck) - BIDS
Town of Kearny
City of Jersey City
Hudson County
Hackensack River Bridge
REDECKING

Under the first contract, construction crews will replace the entire bridge deck which spans 1200 feet of the river and the adjacent meadows. The steel grid lift span - 280 feet long - in the center of the bridge will not be replaced.

From the east end of the future bridge deck to Hackensack Avenue, a distance of some 600 feet, temporary traffic signals will be installed to route traffic. Beyond the West end of the bridge deck to Route 440 - about 1,000 feet - another set of traffic signals will be installed.

1&9 66-50 Maint. (No map)

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton IMMEDIATE RELEASE



AREA CODE 609 ···· 292 - 3105

1966
Route U.S. 30 - BIDS
City of Absecon
Atlantic County
RESURFACING

Trenton, May 5 - The New Jersey State Highway Department today announced a bid of \$56,719.40 by Rudolf Meckel & Son, Inc., Vineland, was the lowest of four received on a Route U.S. 30 resurfacing project in Atlantic County.

Other bidders were: Bancheri Construction Co., Hammonton, \$60,163.05; Shore River Construction Co., Beach Haven \$62,092.75; Union Paving Company, Delair, \$69,629.12.

Work will consist of resurfacing the westbound lanes of the highway from the vicinity of Summit Avenue to the vicinity of Delilah Road in Absecon.

A Highway Department spokesman explained that the westbound lanes have settled below normal grade, and the resurfacing work will bring the westbound lanes up to their formal level.

Costs of the 1.12 mile project, which is expected to be completed in 30 working days, will be paid by the State Highway Department. All bids will be reviewed before a contract is awarded.

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30,5C 66 Maint. (No Map)

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

IMMEDIATE RELEASE



AREA CODE 609 --- 292 - 3105

1966
Interstate Route 78 - BIDS
Clinton Township
Lebanon Borough
Hunterdon County
FREEWAY CONSTRUCTION

Trenton, May 5 - The New Jersey State Highway Department today announced a bid of \$6,652,089.61 by Public Constructors, Inc., Blackwood, was the lowest of five received on an Interstate Route 78 construction project which will see a three-mile section of the freeway constructed from the vicinity of Allerton Road, Clinton Township to a point near Cokesbury Road in Lebanon Borough.

Other bidders were: P. T. & L. Construction Co., Inc., Paramus, in a joint venture with The Glenwal Co., Division of Powers & Eaton, Hawthorne, \$6,971,176.77; Franklin Contracting Co., Little Falls, \$7,036,960.84; Poirier & McLane Corp., New York, N.Y., \$7,605,356.97; and S. J. Groves & Sons Co., Woodbridge, \$8,510,675.02.

A Highway Department spokesman said nearly 15 miles of Route 78 west of Allerton Road is carrying traffic to Still Valley. East of Cokesbury Road some 22 miles of the cross-state freeway is under construction to Berkeley Heights in Union County.

Construction plans show three lanes will be provided for each direction of traffic.

The reinforced concrete roadways will be bordered by bituminous shoulders and separated by a landscaped median divider.

A new bridge will carry the roadways of Route 78 over Allerton Road.

Route 78 will pass under Route U.S. 22 just east of Annandale.

(more)

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1966
Interstate Route 78 - BIDS
Clinton Township
Lebanon Borough
Hunterdon County
FREEWAY CONSTRUCTION

A connecting ramp will enable eastbound traffic on Route 22 to enter eastbound Route 78. Another ramp will permit eastbound Route 78 traffic to enter eastbound Route 22.

Farther east, a new bridge will carry Route 78 over a ramp from westbound Route U.S. 22 to westbound Route 78. Another ramp will permit westbound Route 78 to enter westbound Route 22.

In the same area a new bridge will carry Route 78 over the Central Railroad of New Jersey. Farther east Petticoat Lane and Voeghtlens Lane will be carried over the freeway on new bridges.

Connecting ramps at Cokesbury Road will permit northbound and southbound Cokesbury Road traffic to connect to eastbound Route 78. Other ramps will permit westbound Route 78 to enter Cokesbury Road in both directions. No exit will be provided from eastbound Route 78 to Cokesbury Road.

At present nearly \$35 million worth of work is being performed at various locations along Interstate Route 78. Total distance under construction is more than 25 miles.

Portions of Route 78 now open to traffic include 9.3 miles between the Holland Tunnel westward to Port Street near the Newark Airport, and 14.7 miles between Still Valley, Warren County eastward to Route 69 near Annandale.

Overall plans for Interstate Route 78 show it extending over a distance of 66.2 miles from the New York State line at the Holland Tunnel westward to the Pennsylvania State line at the Delaware River Bridge in Phillipsburg, Warren County.

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1966
Interstate Route 78 - BIDS
Clinton Township
Lebanon Borough
Hunterdon County
FREEWAY CONSTRUCTION

Ninety percent of the costs of Interstate route construction in New Jersey is paid by the federal government while the remaining ten percent is paid by the State Highway Department.

The project is expected to be completed by June, 1968. All bids will be reviewed before a contract is awarded.

78,2M,3E 64-15 (no map)

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DIVISION OF RAILROAD TRANSPORTATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

Public Information
AREA CODE 609 ···· 292 - 3105

May 5, 1966 N. J. Railroad Program

Trenton, New Jersey
FOR IMMEDIATE RELEASE

The New Jersey State Highway Department, Division of Railroad Transportation today announced that the annual public hearings to present the State's railroad program for the 1966-67 fiscal year will be held on May 17th and 19th.

The hearing on May 17th has been scheduled for 10 A.M. in City Hall, Camden, New Jersey and will be concerned with the passenger service of the Pennsylvania-Reading Seashore Lines and the Port Authority Ferry Corporation. The May 19th hearing will be held in Room 217, State Office Building, Newark, New Jersey, and beginning at 10 A.M. the service of the Reading, Central Railroad of New Jersey and Pennsylvania will be discussed followed at 2 P.M. by the Erie Lackawanna, New Jersey & New York Railroad and the New York, Susquehanna & Western Railroad.

Deputy Highway Commissioner Russell H. Mullen said all interested persons are invited to present their views concerning rail passenger service at these hearings.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave: Trenton

RELEASE THURSDAY P.M.



AREA CODE 609 --- 292 - 3105

Route 208
Ramp Reconstruction and
Drainage Improvement
RIGHT-OF-WAY ACQUISITION
Fair Lawn and Glen Rock Boroughs
Bergen County

Trenton, May 5 -- The process of purchasing land and obtaining easements to improve Route 208 between Fair Lawn and Glen Rock has been started by the New Jersey State Highway Department.

A Department spokesman said the improvements are preparatory to dualizing Route 208 north of the Erie-Lackawanna Railroad's Bergen branch in Fair Lawn to Main Street in Glen Rock. The Route already has been dualized southward to Route 4.

The Highway Department plans, in the future, to extend the dualization of Route 208 northward from Glen Rock to the end of the Route.

The small amount of land needed to ease the curvature of ramps from Route 208 to Berdan Avenue will permit revision of the entire ramp design to accommodate the new dualization of Route 208 on its south side.

A few drainage easements must be obtained, the Department spokesman explained, to enlarge and improve existing drainage installations. The future work will prevent possible flooding at Route 208 and Harristown Road. One easement is in Glen Rock in the northeast corner of Route 208 and Harristown Road; the others are in Fair Lawn west of Route 208 along the south edge of Harristown Road. These easements are rights granted by property owners to the State to install drainage.

1966
Route 208
Ramp Reconstruction and
Drainage Improvement
Right-of-Way Acquisition
Fair Lawn and Glen Rock Boroughs
Bergen County

In letters of notice just recently mailed to the few property owners involved,

literature explains the process of right-of-way acquisition. In addition, State

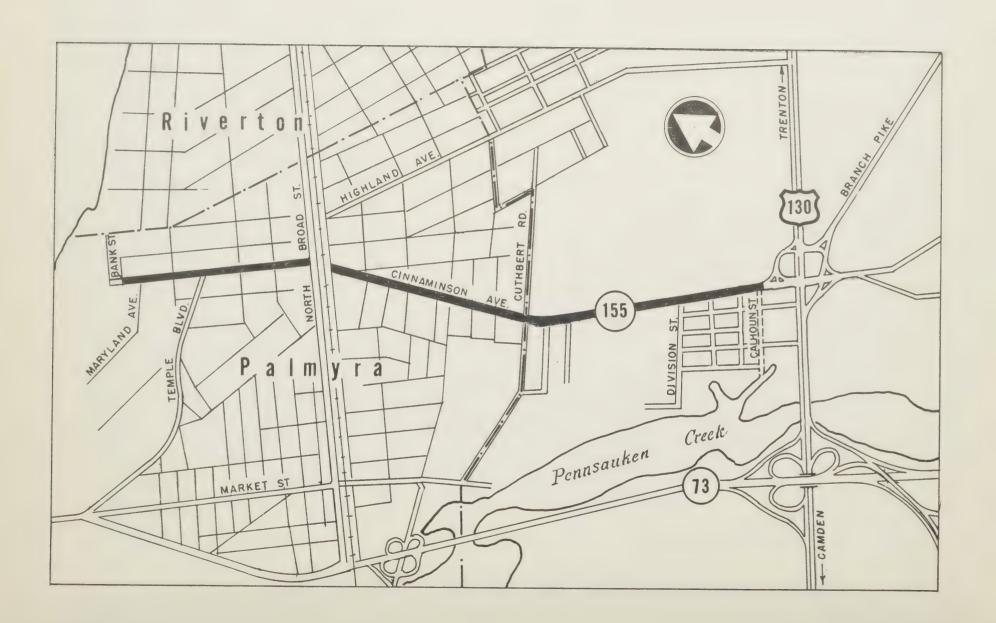
Highway Department property investigators, appraisers, and others will answer

any owner's inquiries relating to their particular phases of work.

(no map)

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

RELEASE THURSDAY P.M.



AREA CODE 609 --- 292 - 3105

1966
Route N.J. 155 - ADV
Palmyra Borough
Cinnaminson Township
Burlington County

Trenton, May 5 - In the old days, Cinnaminson Avenue - which runs through the Burlington County township of the same name - used to carry traffic to the Tacony-Palmyra ferry on the Delaware River.

The old days came to an end on August 14, 1929, however, when the Tacony-Palmyra bridge was opened and the ferries stopped. Since then Cinnaminson Avenue has continued to serve the area, and is still part of the state highway system as N.J. Route 155.

Little work has been done on the highway since the bridge builders used it as a haulway between Route 130 and Bank Street, but the New Jersey State Highway Department today announced the route is scheduled for complete reconstruction.

The Department issued an invitation to road-building contractors to submit bids May 26 for the contract to replace the worn roadway with a two-lane bituminous concrete highway 1.7 miles long and install a drainage system. From Route 130 to the vicinity of Glenview Avenue the roadway width will be 40 feet between curbs, and will be 30 feet wide beyond this point.

Existing concrete sidewalks will be replaced when required, and new approaches will be constructed for connecting streets.

(more)

1966
Route N.J. 155 - ADV
Palmyra Borough
Cinnaminson Township
Burlington County

The State plans show a drainage outfall system to extend from the intersection of Cinnaminson Avenue with Calhoun Street to a point about a quarter-mile to the Southwest, linking up with Pennsauken Creek. Trees removed in the course of the work in the vicinity of Webster Street will be replaced.

Traffic interference will be kept to a minimum by constructing the two sides in alternation. The State Highway Department will review all bids before awarding a contract. The entire cost of the project will be paid with State funds

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155-1A 65-23 (With map)

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

RELEASE THURSDAY P.M.



AREA CODE 609 --- 292 - 3105

1966
Traffic Regulation
Route 82
Union Township
Union County

Trenton, May 5 - The New Jersey State Highway Department today announced new parking regulations will be in effect soon on Route 82 in Union Township, Union County.

Stopping or standing will be prohibited at all times along the north (westbound) side of Route 82 extending 150 feet east from the intersection of Commerce Avenue.

A Department spokesman said the regulation is necessary to improve the operation of traffic signals at the intersection of Commerce and Elmwood Avenues. It will expedite the movement of westbound traffic on Route 82 through the intersection and add an extra lane for turning movements into northbound Commerce Avenue, the spokesman explained.

The new regulation will become effective with the posting of signs.

This is expected within two weeks.

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RP 66-27 (No map)

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

RELEASE THURSDAY



AREA CODE 609 292 - 3105

1966
Haddonfield-Berlin Road -ADV
Cherry Hill & Voorhees Twps.
Camden County
Reconstruction & Widening

Trenton, May 5 - Early next year motorists now crowding Haddonfield-Berlin Road in Cherry Hill and Voorhees Townships, Camden County, will have four traffic lanes to help relieve the congestion.

According to a contract advertised today by the New Jersey State Highway Department, the heavily traveled road will be doubled in width and completely reconstructed between the New Jersey Turnpike in Cherry Hill Township and Salem Avenue in Voorhees Township.

Qualified road-building contractors today were invited to submit bids for the contract May 26. The project includes replacement of the existing two-lane concrete pavement and the addition of two lanes to provide a highway 46 feet wide between curbs. Widening of the bridge over the Holly Swamp Branch is included.

A Highway Department spokesman explained that the new project, 1.7 miles long, is another step in the long-range scheme of gradual improvement of the road. He added that the need for the road expansion was brough about by the rapid development of the Cherry Hill-Voorhees Township area. Haddonfield-Berlin Road now carries an average of 10,300 vehicles a day in the area, and the volume is expected to at least double by 1980.

To keep traffic flowing through the work areas with a minimum of inconvenience, signs will be erected, barricades and traffic cones placed, and traffic directors posted to guide traffic when equipment is on

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1966
Haddenfield-Berlin Rd. - ADV
Cherry Hill & Voorhees Twps.
Camden County
Reconstruction & Widening

the move. The work plan calls for excavating and paving short sections on one side of the road at a time. Motorists will have one lane open in each direction at all times. After completion, parking along this road will be prohibited between 7 a.m. and 7 p.m.

As a Federal Aid Secondary project, 50 per cent of the cost of the construction will be paid by Camden County and the balance by the Federal Government. The State Highway Department acts as the Federal Government's agent, reviewing construction plans, awarding the contract, inspecting the work and approving it for the Federal Government's review.

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S-259(1)
(No map)

STATE STATE OF THE STATE OF THE

Traffic Conditions Report

STATE HIGHWAY DEPARTMENT

Bureau of Public Information Trenton 25, New Jersey

RELEASE FRIDAY APRIL 29, 1966

WEEK OF APRIL 30 - MAY 6, 1966

Trenton, April 29 - The New Jersey State Highway Department today issued a list of locations where road construction may cause delays during the week of April 30 - May 6.

Atlantic

Route U.S. 30 - U.S. 9, Absecon and Pleasantville -- Traffic on Route 9 north of the White Horse Pike will be limited to one lane in alternating direction from 7 a.m. to 5 p.m. Monday through Friday. Eastbound traffic will be reduced to one lane in the vicinity of Route 9, between 7 a.m. and 5 p.m. Monday through Friday.

Bergen

Route 17, Paramus, Ridgewood -- Temporary delays because of interchange construction at Linwood Avenue and Paramus Road, and the widening of Route 17. One lane of traffic will be maintained on East Saddle River Road in each direction whenever possible. On Route 17, two lanes of traffic in each direction; on East Glen Avenue, local traffic only.

Burlington

Route 295, Route 38, Mt. Laurel, Maple Shade,
Moorestown -- Parallel detours are continued at
Fellowship Road, Mt. Laurel Road and Route 38.

Burlington-Camden

Route 38, Maple Shade and Cherry Hill -- Traffic remains limited to one lane in each direction at construction of the interchange for Routes 38-73-41.

Camden

Route 70, Cherry Hill -- Delays near the Route 295 overpass due to crossover construction.

Route 168, Gloucester -- Minor delays for installation of water main.

Essex-Union

Route 78-Route 24 interchange, Millburn, Springfield, Summit, Union -- Some delays on local roads during construction of bridges, road relocation and grading operations; Springfield Avenue is closed.

Middlesex

Route 130, South Brunswick and Monroe Townships -During drainage installation work for Route 32
traffic on Route 130 will be restricted to one lane
in each direction.

Monmouth

Route 36, Middletown, Keansburg, Atlantic Highlands
-- Delays may be expected at various locations
during the widening from one lane to two lanes in
each direction, separated by a barrier curb.

Morris

Route 46, Parsippany-Troy Hills, Mt. Lakes -- Delay in construction area of jug handle at intersection of Route 46 and Cherry Hill Road.

0cean

Route 37, Dover Township -- Slow down of traffic during landscaping work from Martin Ave. eastward to Mathis Bridge. (more)

1966 TRAFFIC CONDITIONS REPORT

Ocean cont'd.

Route 70, Brick Township -- Slow down of traffic west of Laurelton Circle, during construction of eastbound roadways and bridges.

Passaic

Route 80, Wayne and Totowa -- Delays during construction of ramps and bridges at Routes 80, 46 and 23.

Salem

Route 295, Upper Penns Neck, Oldmans Township -Detours continue while bridges are built to carry
local roads over or under the main line of Route
295.

Route 40, Pole Tavern Circle to Woodstown -- Minor delays for installing gas main.

Somerset

Route U.S. 22, North Plainfield -- Intermittent delay and single-lane travel during excavation and drainage work. No interference with traffic from 7 to 10 a.m. and from 4 to 7 p.m.

Route 78, Bernards, Bridgewater, Warren -- Delays on intersections with Routes 202-206 and Washington Valley Road, for building of bridges.

Route 287, Far Hills and Bernards -- Annin Road

closed and temporary road in use, until Route 287 Bridge is completed.

Somerset-Morris

Route 78, Bernards, Warren, Passaic and Watchung --Grading, bridge building and paving work will cause traffic interference on Mountain Ave., Hillcrest, and King George Road.

Somerset-Union

Route 78, Watchung, Berkeley Heights -- Bridges under construction to carry Plainfield Avenue and Stoney Hill Road over the new highway, make continued detours necessary.

Union

Route 278, Elizabeth -- Some delay during construction of three lanes of traffic from Bayway

Avenue to Goethals Bridge.

Aldene R.R. Plan, Hillside -- For elimination of grade crossing, Cedar Street is closed at intersection with Central Avenue, and Central Avenue at intersection with Dod Place.

Aldene R.R. Plan, Roselle Park -- Galloping Hill Road will remain closed at the Lehigh Valley Rail-road, for most of the week, to complete the grade crossing elimination and reconstruction of the Main Line Tracks.

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

IMMEDIATE RELEASE



AREA CODE 609 --- 292 - 3105

1966
Tuckerton-Warren Grove Road
Borough of Tuckerton
Little Egg Harbor Township
Ocean County
Federal Aid Secondary
BIDS

Trenton, April 28 - The New Jersey State Highway Department today received a low bid of \$239,808.00 on a contract for reconstruction of Tuckerton-Warren Grove Road in Ocean County.

Low bidder was the Shore River Construction Co., Beach Haven. Other bidders were: Bancheri Construction Co., Inc., Hammonton, \$270,640.10; C. J. Hesse, Inc., Belford, \$286,251.00; Rudolf Meckel & Son, Inc., Vineland, \$286,632.04; Manzo Contracting Co., Inc., Matawan, \$309,309.90; Hess Brothers, Inc., Parlin, \$310,484.00; Thomas Nicol Co., Inc., Farmingdale, \$325,639.80; John J. Dunn Construction Co., Pomona, \$343,652.00; Union Paving Co., Delair, \$369,776.10.

Work on the Federal aid project will consist of reconstructing 4.64 miles of the road extending from Fourth Street in the Borough of Tuckerton northward past the Garden State Parkway intersection to Thomas Avenue.

The existing roadway is 30 feet wide. The rebuilt road of bituminous concrete will have two lanes eleven feet wide bordered on the outer edges by shoulders seven feet wide.

Costs of the project, which is expected to take 120 working days to complete will be shared by the federal government and Ocean County. All bids will be reviewed before a contract is awarded.

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Tuckerton-Warren Grove Rd. FAS (no map)



NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

OF THE STATE OF

AREA CODE 609 --- 292 - 3105

Route 82 - BIDS Township of Union Union County Landscape

IMMEDIATE RELEASE

Trenton, April 28 - The New Jersey State Highway Department today received a low bid of \$12,255.00 on a highway beautification project in Union Township, Union County.

Low bidder was Henkels & McCoy, West Collingswood Heights; other bidders were: Mercer Contracting Co., of Trenton Inc., \$17,387.25; Saxe Contracting Co., Bloomfield, \$17,769.75. All bids will be reviewed before a contract is awarded.

Seventeen trees and more than 1200 shrubs will be planted in the center island area of Route 82 (Morris Avenue) over a distance of nearly .4 miles between Stuyvesant Avenue and the Gardent State Parkway.

The trees and shrubs will be planted to screen headlight glare and enhance the area by augmenting existing landscaping.

The project comes under a cooperative federal-state highway beautification program.

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82, 1D 66-M (No map)



NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



AREA CODE 609 --- 292 - 3105

1966
Route 47 - BIDS
Township of Lower-Township
of Middle
Cape May County
LANDS CAPE

IMMEDIATE RELEASE

Trenton, April 28 - The New Jersey State Highway Department today announced a low bid of \$18,627.00 was received on a highway beautification project on Route 47 in Cape May County. All bids will be reviewed before a contract is awarded.

Low bidder was the firm of Henkels & McCoy, West Collingswood Heights; other bidders were: Mercer Contracting Co., of Trenton Inc., \$28,867.00; Saxe Contracting Co., Bloomfield, \$33,035.50.

The landscape plans show 70 trees and more than 3000 shrubs will be planted in the center median and along the sides of Route 47 from the vicinity of Rio Grande to Grassy Sound Bridge in Middle and Lower Townships, a distance of 1.8 miles.

The landscaping will screen headlight glare and enhance the highway's appearance.

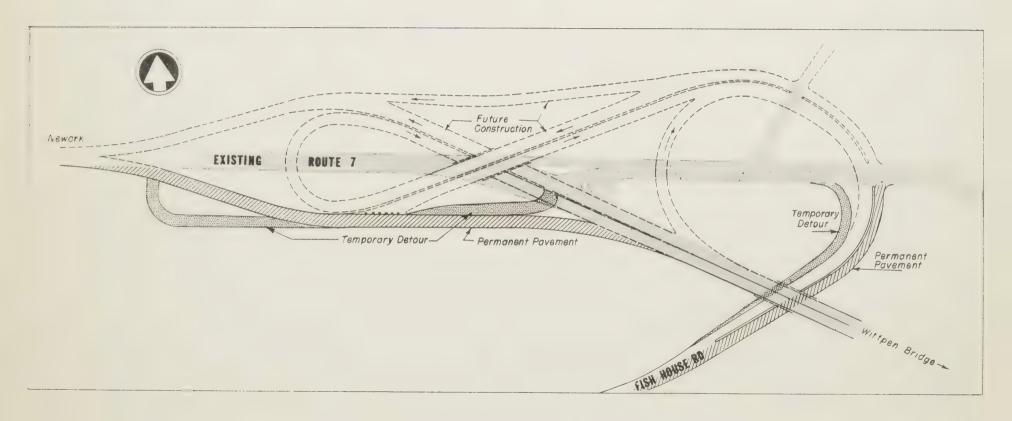
The project comes under a cooperative federal-state highway beautification program.

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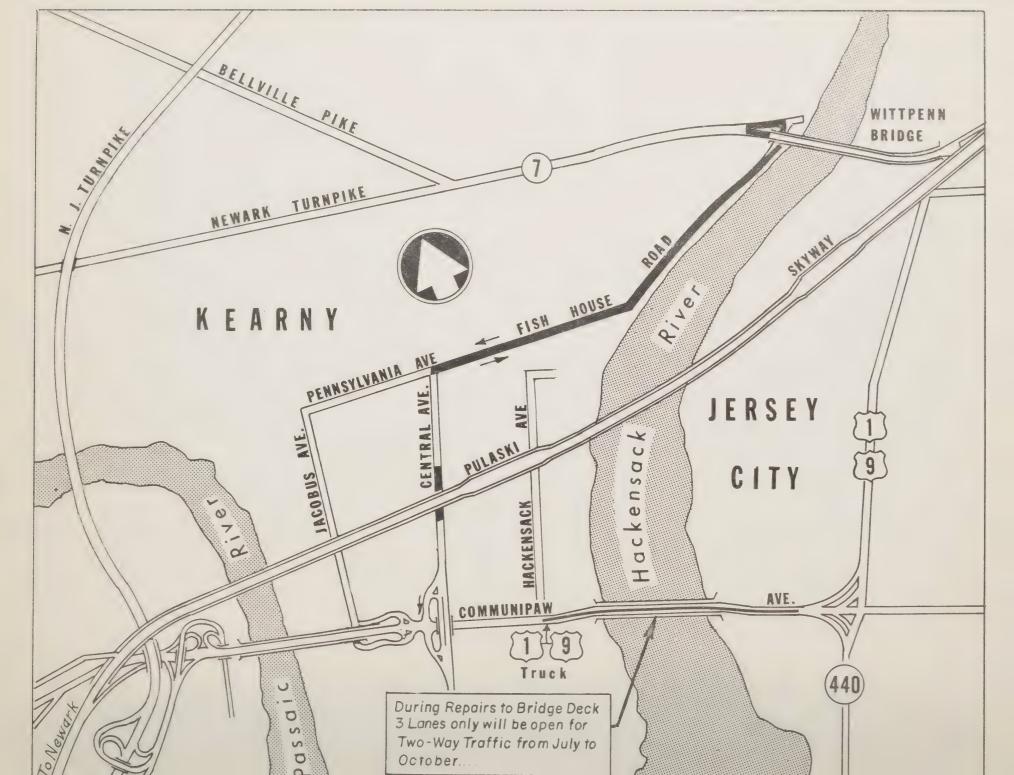
47, 1A 66M (no map)











NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton RELEASE THURSDAY P.M.



AREA CODE 609 --- 292 - 3105

1966
Route 1 & 9 Truck
Kearny & Jersey City
Hudson County
BRIDGE REDECKING

Trenton, April 28 - The New Jersey State Highway Department is moving fast to get the job of redecking the Route 1 & 9 bridge over the Hackensack River underway.

Two contracts have been advertised for bids in the last two weeks to redeck the bridge which spans the river between Kearny and Jersey City, Hudson County. The redecking contract was advertised April 14 for bids to be received May 5.

The second contract, to prepare an alternate route around the bridge, while the deck work is being done, was advertised today. Contractors were invited to submit bids May 19.

A Highway Department spokesman said extensive preparations have been made in view of the critical position the bridge holds on the Route 1 & 9 Truck Route. This section of highway, extending from the foot of the Pulaski Skyway in Newark east to the Holland Tunnel, carries a high percentage of truck traffic to and from the Newark metropolitan area and the Holland Tunnel, and serves the thousands of workers employed in the area.

The spokesman added that a coordinating committee has been formed to keep close watch and control of traffic as the project progresses.

Committee members from Hudson County include Police Captain Alfred Jeffers and Michael Balsamo, Traffic Coordinator. Aslo, Inspector Peter McNamara, Jersey City Traffic Engineer; Superintendent Thomas Rodgers, Harrison Traffic Signal Department; Captain Allan Forrester, Kearny Traffic Bureau; Robert Humphries,

(more)

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Route 1 & 9 Truck
Kearny & Jersey City
Hudson County
BRIDGE REDECKING

Secretary, Kearny Safety Council; Herbert A. Maddaline, Traffic Safety Committee.

Committee members from Essex County are Inspector Kenneth Melchior and Deputy Chief Edward J. Scanlon of the Newark Police Department.

Other members are: Lieutenant Gerald Galik, N.J. State Police (Turnpike);

Captain Daniel Dunn, N.J. State Safety Council; Captain Michael Slawsky, Holland

Tunnel Police; Robert A. Strong, Safety Engineer; Robert Lytell, Executive

Director, N.J. Motor Truck Association; John Fiala, Hardesty and Hanover Engineering Consultants; and Edward F. ten Broeke, Chief of Public Relations,

Western Electric Co.

The bridge to be repaired carries six lanes of traffic over the Hackensack
River between Kearny and Jersey City. To replace its deck, the Highway Department
plans to close the eastbound half of the bridge early in July, replace the deck,
shift traffic to the new portion and then repeat the process on the westbound
half. The entire job is expected to be completed in October.

The Department's two-phase program calls for completing the alternate route early in July then closing one-half of the bridge at a time from July to October while the deck is being replaced.

The alternate route will serve eastbound and westbound traffic:

1. <u>Eastbound traffic</u>. Through-trucking bound for the Holland Tunnel or points in Hudson County may pass over the <u>Passaic</u> River Bridge and take the righthand

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Route 1 & 9 Truck
Kearny & Jersey City
Hudson County
BRIDGE REDECKING

ramp which leads down to Jacobus Avenue, pass under the bridge and follow Jacobus Avenue to Pennsylvania Avenue and Fish House Road. Trucks and passenger cars will follow this road to a connection with Route 7. At this point traffic can follow Route 7 east to Jersey City and the Holland Tunnel.

2. Westbound traffic. Traffic leaving the Tunnel and Hudson County which wants to by-pass the partially closed bridge will pick up Route 7 in Jersey City, turn onto Fish House Road and follow the road to Central Avenue or to Jacobus Avenue, and take either of these avenues to Route 1 & 9 westbound near the Passaic River Bridge.

Another by-pass route is the New Jersey Turnpike spur between Newark Airport and the Holland Tunnel.

To prpeare the alternate route, construction crews will:

- (A) resurface a portion of about 500 feet of Central Avenue, where it moves north under the Pulaski Skyway;
- (B) widen to 30 feet and resurface Pennsylvania Avenue, east of its intersection with Central Avenue, as well as 3,000 feet of Fish House Road to Route 7.
- (C) Construct the first stage of the eastbound connection of Route 7 at Fish House Road, part of this work to be temporary. The final westbound separation is being postponed, in order to avoid delaying the completion of the Hackensack River project.

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Route 1 & 9 Truck
Kearny & Jersey City
Hudson County
BRIDGE REDECKING

(D) The three-phase traffic signal at the existing intersection on Route 7 will be changed to two-phase operation, to increase the vehicle capacity at that signal; an additional signal will be installed at the western end of the intersection. Both signals will be removed after work on the Hackensack bridge is terminated.

66-N-50 (maps)

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

RELEASE Thursday P. M.

AREA CODE 609 ···· 292 - 3105

Traffic Regulation
Route U.S. 46
Mt. Olive & Washington Twps.
Morris County

Trenton, April 28 - The New Jersey State Highway Department today announced new parking regulations are now in effect on U.S. Route 46 in Mt. Olive and Washington Townships, Morris County.

Stopping or standing is prohibited at all times along both sides of the route from a point 800 feet east of Mine Brook to the Musconetcong River.

A Highway Spokesman said studies of the route showed that parking along the narrow shoulders, particularly by large trucks, created a hazardous driving condition through the area. He added that New Jersey law provides the State Highway Commissioner with authority to establish and maintain "No Parking Zones" on portions of State highways, where parking slows or otherwise interferes with the safe movement of traffic, subject to the approval of the Director of the Division of Motor Vehicles.

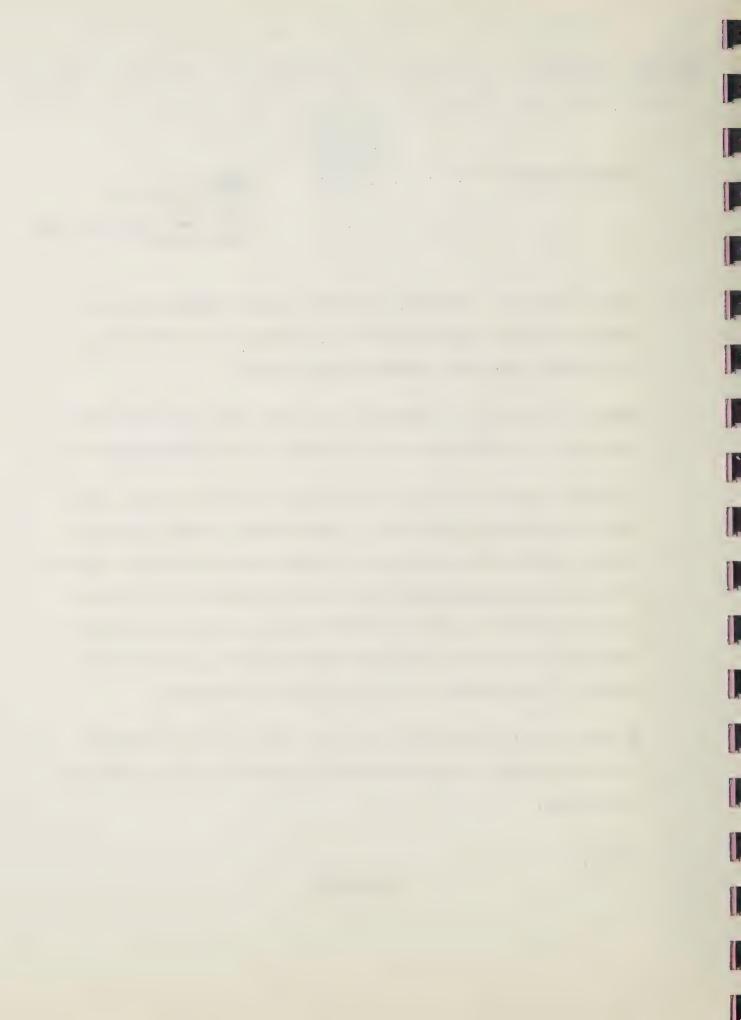
He noted periodic reviews are made of all routes in the State Highway

System to determine if new regulations are needed as conditions along the

route change.

RP66-16 (no map)

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DIVISION OF RAILROAD TRANSPORTATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



Public Information
AREA CODE 609 ···· 292 - 3105

April 28, 1966 New Cars - Pennsylvania Railroad Territory

Trenton, New Jersey For IMMEDIATE RELEASE

The State Highway Department, Division of Railroad Transportation, announced that invitations are being mailed out today to car builders inviting proposals to be submitted for the construction of up to 40 high speed electric railroad commuter cars to be operated in the territory served by the Pennsylvania Railroad.

The proposals from the car builders will be received on June 28, 1966.

On April 14, 1966 a final application for a grant under the terms of the Urban Mass Transportation Act of 1964 was filed with the Department of Housing and Urban Development for \$5 million to match an equal amount of State funds. The total of \$10 million is expected to purchase about 37 of the high density, high performance cars. Award of a contract to a car builder will be contingent upon approval of the Grant Application by DHUD. \$2 million of the State share of the funds is available and the \$3 million balance is included in the budget for the coming fiscal year.

The specifications for the new cars provide for operating speeds of 95 to 100 mph, fast acceleration and smooth braking, comfortable seats and air conditioning and electric heating. The cars will be

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en de la composition La composition de la La composition de la constructed six inches wider than any other cars used in New Jersey suburban services to enable a seating arrangement with 3 seats on one side of the aisle and two on the other. To provide for fast loading and unloading at stations a motor operated door has been located in the center of the car. This door will operate only at stations with high level platforms. A spokesman for the Highway Department said that all major stations on the Pennsylvania Railroad would have high level platforms in about two years if funds are provided to carry out the capital improvement program.

The Highway Department pointed out that the main line tracks of the Pennsylvania Railroad are being upgraded and continuous welded rail is being substituted for the open joint track, turnouts are being replaced, the catenary system improved and signal improvements made. This work is being done in connection with the northeast corridor demonstration project being carried out with the Department of Commerce as part of a \$90 million program. The new suburban cars being purchased by the State of New Jersey will operate over part of this improved roadbed. The section between New Brunswick and Trenton is being improved to the extent that test vehicles can operate at speeds of about 150 mph. These tests are scheduled to start this summer.

The Railroad Division reported that subsidy payments to the Pennsylvania Railroad ended on June 30, 1965 and that the new electric cars and other improvements are being provided in lieu of subsidy. The state of the state of the state of

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton RELEASE THURSDAY P.M.



AREA CODE 609 --- 292 - 3105

1966
Route 444
Garden State Parkway, Sec. 1A
Township of Woodbridge
Middlesex County
RESURFACING

Trenton, April 28 - A section of the Garden State Parkway in Woodbridge Township, Middlesex County, that is under the jurisdiction of the New Jersey State Highway Department, will be resurfaced next month.

The Highway Department today invited road building firms to submit bids May 19, on a contract for resurfacing about a quarter mile section from the Parkway bridge over the New Jersey Turnpike to the vicinity of the Turnpike ramps.

A Department spokesman pointed out that it is not generally known that the Department maintains three toll-free sections of the Parkway, totalling over 17 miles, plus close to ten miles of ramps. Over four miles are located in Cape May County, some nine miles in Middlesex and the balance in Union County.

The project will eliminate settlement of the Parkway over a few hundred feet and improve the riding qualities of that part of the Parkway. Both roadways of the dual artery will be resurfaced with bituminous concrete, including the shoulders, and some landscaping will be done on the sides.

There will only be slight inconvenience to the users during the ten-day working period, beginning in the latter part of May and terminating before the middle of June. Costs will be paid entirely by the State

Highway Department.
(no map)

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

RELEASE Thursday P.M.



AREA CODE 609 --- 292 - 3105

Traffic Regulation Rt. 28 Bound Brook Somerset County

Trenton April 28 - The New Jersey State Highway Department today announced new parking regulations on Route 28 in Bound Brook, Somerset County.

Stopping or standing is prohibited at all times along the north (west-bound) side of the route between a point 200 feet east of the easterly curb line of Thompson Avenue and a point 120 feet west of the westerly curb line of the avenue. And also between a point 370 feet west of the westerly curb line of Thompson Avenue and the Bound Brook-Bridge Water Township Corporate line.

A Department spokesman said this is a revision of a regulation approved last October which prohibited parking from 200 feet east of Thompson Avenue to the Bound Brook-Bridge Water Corporate line. This new regulation allows for 250 feet of additional parking on the north side of the route, the spokesman explained.

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RP-66-22 (No Map)

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

RELEASE Thursday P. M.



AREA CODE 609 ... 292 - 3105

1966
Traffic Regulation
Rt. 23
Cedar Grove Twp.

Trenton, April 28 - The New Jersey State Highway Department today announced new parking regulations on Route 23 in Cedar Grove Township, Essex County.

Stopping or standing will be prohibited between hours of 7 A.M. and 9 P.M. along the West (southbound) side of the route between a point beginning 21h feet north of, and continuing to a point 408 feet north of the northerly curb line of Church Street.

A Department spokesman said the Municipality has requested the regulation, and studies by Department Engineers showed it was needed for safer traffic movement through the area.

The spokesman explained that New Jersey law provides the State Highway Commissioner with authority to establish and maintain no parking zones on portions of State highways where parking slows the proper flow of traffic, subject to the approval of the Director of the Division of Motor Vehicles. He said periodic reviews are made of all routes on the State Highway System to determine if new regulations are needed as conditions along the route change.

The regulation will become effective with the posting of signs. This is expected within two weeks.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

RELEASE UPON RECIEPT



AREA CODE 609 --- 292 - 3105

1966 STATE AID - UNION COUNTY

Trenton, April 27 - The New Jersey State Highway Department today announced it has allocated \$103,000 in State roadbuilding aid to 13 municipalities in Union County.

The aid was provided from one of five separate funds which have been authorized by the State legislature to provide approximately \$16 million in aid to the New Jersey counties and municipalities each year.

Under the provisions of this particular aid source (Allotment Fund), the New Jersey State Highway Department annually receives applications from municipalities interested in constructing or reconstructing portions of their road and street systems. Allocations to each municipality requesting aid in this category are then reviewed with an eye to their relative need. Through this fund a total of approximately \$100,000 is available annually to municipalities within each county.

The amount set aside for each municipality represents the State's share in the total cost of an approved municipal project. The State share may be up to 90%. Subsequent construction plans are reviewed by the State Highway Department which also checks materials and construction work.

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NOTE TO EDITORS: Complete allotment list is attached.

UNION COUNTY

Municipality		Amount
Berkeley Heights Township		\$ 10,000
Clark Township		10,000
Cranford Township		5,000
City of Elizabeth		5,000
Fanwood Borough		8,000
Garwood Borough		3,000%
New Providence Borough		10,000
City of Plainfield		11,000
Roselle Borough		10,000
Roselle Park Borough		5,000
Springfield Township		10,000
City of Summit		6,000
Town of Westfield		10,000
	Total	\$103,000*

^{*\$3,000} from the general balance

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

IMMEDIATE RELEASE



AREA CODE 609 --- 292 - 3105

1966
Route 21 Freeway
City of Newark
Essex County
PUBLIC HEARING

Trenton, April 26 - The New Jersey State Highway Department today announced the public hearing originally scheduled for Thursday, April 28 has been postponed to May 26. The hearing will publicly present a proposed alignment and design now being considered for a portion of the Route 21 Freeway to be built in Newark, Essex County.

The hearing will be held at 10:30 a.m. in the Council Chambers in the Newark City Hall, Newark. Residents of the affected area as well as other interested parties will have an opportunity to see the State's proposals, to express their views and to make constructive suggestions.

State Highway Department engineers will present a proposal for construction of a half-mile portion of freeway between Lafayette Street and Bridge Street in Newark to improve traffic flow in the vicinity of Penn Plaza. The freeway would intersect with Lafayette Street.

The tracks of the Central Railroad of New Jersey would be carried over the freeway.

Ramps would permit traffic to connect between the freeway and Market Street as

well as between the freeway and Raymond Boulevard. The Hudson and Manhattan

Railroad would be carried over the freeway.

North of the Hudson and Manhattan Railroad crossing a complex of ramps would permit movement of traffic between the freeway and McCarter Highway. An intersection would be provided with Bridge Street. The Federal Government will contribute 50 percent of the cost of the freeway.

21 Fwy. Hearing (no map)

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609 292 - 3105

RELEASE UPON RECEIPT

1966 STATE AID - ATLANTIC COUNTY

Trenton, April 22 - The New Jersey State Highway Department today announced it has allocated \$103,000 in State roadbuilding aid to 19 municipalities in Atlantic County.

The aid was provided from one of five separate funds which have been authorized by the State legislature to provide approximately \$16 million in aid to the New Jersey counties and municipalities each year.

Under the provisions of this particular aid source (Allotment Fund), the New Jersey State Highway Department annually receives applications from municipalities interested in constructing or reconstructing portions of their road and street systems. Allocations to each municipality requesting aid in this category are then reviewed with an eye to their relative need. Through this fund a total of approximately \$100,000 is available annually to municipalities within each county.

The amount set aside for each municipality represents the State's share in the total cost of an approved municipal project. The State share may be up to 90%. Subsequent construction plans are reviewed by the State Highway Department which also checks materials and construction work.

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NOTE TO EDITORS: Complete allotment list is attached.



ATLANTIC COUNTY

Municipality			Amount
Absecon City		\$	2,000
Atlantic City			27,000
Brigantine City			6,000
Buena Borough			5,000
Buena Vista Township	,		2,000
Egg Harbor City			4,000
Egg Harbor Township			2,500
Estell Manor City			3,000
Folsom Borough			5,000
Hamilton Township			4,500
Town of Hammonton			5,000
Longport Borough			5,000
Margate City			3,000*
Mullica Township			4,000
City of Northfield			3,000
City of Pleasantville			9,000
City of Port Republic			4,500
Ventnor City			4,500
Weymouth Township			4,000
	Total	\$10	3,000*

^{* \$3,000} from the general balance

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

RELEASE UPON RECEIPT



AREA CODE 609 292 - 3105

1966 STATE AID - MERCER COUNTY

Trenton, April 22 - The New Jersey State Highway Department today announced it has allocated \$100,000 in State roadbuilding aid to 10 municipalities in Mercer County.

The aid was provided from one of five separate funds which have been authorized by the State legislature to provide approximately \$16 million in aid to the New Jersey counties and municipalities each year.

Under the provisions of this particular aid source (Allotment Fund), the New Jersey State Highway Department annually receives applications from municipalities interested in constructing or reconstructing portions of their road and street systems. Allocations to each municipality requesting aid in this category are then reviewed with an eye to their relative need. Through this fund a total of approximately \$100,000 is available annually to municipalities within each county.

The amount set aside for each municipality represents the State's share in the total cost of an approved municipal project. The State share may be up to 90%. Subsequent construction plans are reviewed by the State Highway Department which also checks materials and construction work.

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NOTE TO EDITORS: Complete allotment list is attached.

MERCER COUNTY

Municipality		Amount
East Windsor Township		\$ 5,000
Ewing Township		10,000
Hamilton Township		10,000
Hopewell Township		12,500
Lawrence Township		12,500
Pennington Borough		9,000
Princeton Township		8,000
City of Trenton		15,000
Washington Township		9,000
West Windsor Township		9,000
	Total	\$100,000



NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

RELEASE FRIDAY P.M.



AREA CODE 609 ··· 292 - 3105

1966 Underground Electrical - ADV STATEWIDE

Trenton, April 22 - The New Jersey State Highway Department today announced bids will be received May 12 on a contract for installation of underground structures for traffic signals at various locations throughout the State.

The contract will be based upon the total number of installations the Department expects to undertake during the year at as yet undetermined locations on the State Highway System. The purpose is to permit public bidding by private contractors on this phase of work formerly performed by the Department's own forces.

A Department spokesman explained under this arrangement the contractor does the basic non-electric construction work, freeing the Highway electricians to do specialized electrical work.

As individual locations of new signals throughout the State system are determined, the contractor will be called upon to install the related underground conduits, detectors, pedestals and concrete junction boxes.

All bids will be reviewed by State Highway engineers before a contract is awarded.

66 Elect. (no map)

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Traffic Conditions Report

STATE HIGHWAY DEPARTMENT

Bureau of Public Information Trenton 25, New Jersey

RELEASE FRIDAY APRIL 22, 1966

Trenton, April 22 - The New Jersey State Highway Department today issued a list of locations where road construction may cause delays during the week of April 23 - April 29, 1966.

Atlantic

Route U.S. 30 - U.S. 9, Absecon and Pleasantville -- Traffic on Route 9 north of the White Horse Pike will be limited to one lane in alternating directions from 7 a.m. to 5 p.m. Monday through Friday for the next month.

Eastbound traffic will be reduced to one lane in the vicinity of Route 9, between 7 a.m. and 5 p.m. Monday through Friday.

Bergen

Route 17, Paramus, Ridgewood -- Interchange construction at Linwood Avenue and Paramus Road will include widening Route 17 and providing interchange.

Northbound Route 17 traffic will be detoured to southbound lane.

Two-way traffic on East Saddle River Road maintained whenever possible, and all traffic on East Glen Avenue will be stopped at Paramus Road, until fall.

Burlington

Interstate Route 295, Route 38, Mt. Laurel, Maple Shade, Moorestown -- Detours at Fellowship Road, Mt. Laurel Road, Route 38. Work will continue until the summer of 1967.

WEEK OF APRIL 23 - APRIL 29, 1966

Burlington-Camden

Route 38, Maple Shade and Cherry Hill -- Reduction of traffic to one lane in each direction for the next seven weeks at the site of interchange construction for Routes 38-73-41. The project will be completed during the summer of 1967.

Camden

Route 70, Cherry Hill -- Delays near the Route 295 overpass may extend into this week, depending on weather conditions.

Cumberland

Route 49, Bridgeton -- Slight delay during gas main installation.

Essex-Union

Interstate Route 78-Route 24 interchange, Summit, Millburn, Springfield, Union -- Some delays on local roads in the construction area during construction of bridges, local road relocation and grading operations until December, 1967.

Springfield Avenue will be closed effective April 19.

Middlesex

Route 32, South Brunswick and Monroe Townships -During drainage installation work, traffic on Route
130 will be restricted to one lane in each direction.

Monmouth

Route 36, Middletown, Keansburg, Atlantic Highlands
-- Widening from one lane to two lanes in each
direction, exparated by a barrier curb. Delays may
be expected at various locations. Until August.

(more)

1966 TRAFFIC CONDITIONS REPORT

Morris

Route 46, Parsippany-Troy Hills, Mt. Lakes -- Jug handles for eastbound Route 46 at Cherry Hill Road; for westbound Route 46 at Intervale Road. Delay in the construction area until the fall of 1966.

Morris-Somerset

Interstate Route 78, Bernards, Warren, Passaic,
Watchung -- Bridge building for road crossings
will cause detour and slight delay until sometime
this spring.

Ocean

Route 37, Dover Township -- Delay in the construction area for the next six weeks during dualization from Martin Avenue eastward to the Mathis Bridge.

Westbound traffic from Mathis Bridge will be directed through new traffic lanes.

Route 70, Brick Township -- Slow-down of traffic west of Laurelton Circle, during construction of eastbound roadways and bridges.

Passaic

Interstate Route 80, Wayne -- Complex of ramps and bridges at Interstate Route 80, Route U.S. 46, Route 23 interchange, now under construction, will cause delay in the area until the end of 1967.

Salem

Interstate Route 295, Upper Penns Neck, Oldmans

Township -- Bridges to carry local roads over or

under mainline of Route 295 are under construction
and detours will be used until the end of 1966.

Somerset

Route U.S. 22, North Plainfield -- Intermittent delay and single-lane travel may be expected while excavation and drainage construction proceeds for the

next two months. No interference with traffic between 7-10 a.m. and 4-7 p.m.

Route 287, Borough of Far Hills and Township of Bernards -- Annin Road will be closed and temporary road in use, until Route 287 Bridge is completed next April.

Somerset-Hunterdon

Interstate Route 78, Tewksbury, Readington, Bedminster
-- Some delay on local roads during bridge building.

Three lanes to be carried in each direction on
dualized freeway when completed in August 1966.

Somerset-Union

Interstate Route 78, Watchung, Berkeley Heights -- Bridges under construction to carry Plainfield Avenue and Stoney Hill Road over the new highway.

Detours until summer of 1966.

Union

Interstate Route 278, Elizabeth -- Some delay in the area during construction of three lanes of traffic in each direction from Bayway Avenue to the Goethals Bridge. Until August 1966.

Aldene R.R. Plan, Hillside -- Grade crossing elimination. Cedar Street will be closed at the intersection with Central Avenue. Central Avenue will be closed at the intersection with Dod Place. Until November

Aldene R.R. Plan, Roselle Park -- On or about April 25 Galloping Hill Road will be closed at the Lehigh Valley Railroad, for completing grade crossing elimination and reconstruction of Main Line Tracks. A bridge has been constructed to carry railroad trains over the highway.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

IMMEDIATE RELEASE



AREA CODE 609 --- 292 - 3105

1966
Aldene Plan
Roselle Park & Union Township
Union County

Trenton, April 21 - Motorists using Galloping Hill Road in Roselle Park and Union Township, Union County, will have to use alternate routes around the Lehigh Valley railroad crossing area for a two-week period beginning April 25.

The New Jersey State Highway Department today issued the alert, explaining that construction work at the site of the present detour around the railroad crossing requires the new by-pass routes.

A spokesman cautioned motorists to watch the weather -- a rain forecast this weekend could delay the construction and road closing until the following Monday. He added that the alternate routes have been carefully planned to minimize traffic delays and inconvenience, and that adequate directional signs will be strategically placed.

The spokesman added that during the two weeks construction crews will be working from sunrise to sunset to complete the track work so that all trains will be able to operate on the recently elevated railway. This will eliminate the railroad grade crossing on Galloping Hill Road, which also will be improved.

During the work period southbound traffic on Galloping Hill Road may detour right onto Chestnut Street, or left at Lehigh Avenue. Northbound traffic may turn right at Magie Avenue, or left on Lincoln Avenue.

The work is being done under the Aldene Plan which is a commuter railroad program for rerouting the mainline passenger trains of the Jersey Central Railroad

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1966
Aldene Plan
Roselle Park & Union Township
Union County

over the Lehigh Valley and Pennsylvania railroad rights of way to Penn Station in Newark. The plan provides for the elimination of grade crossing on the Lehigh Valley Railroad along with improved commuter facilities.

The railroad and grade crossing elimination work in Roselle Park and Union is about 70 percent complete, according to the spokesman, who added that the remaining work includes road paving, removal of the detour railroad track around the work areas, signal work, and construction of the passenger station and parking lot between Chestnut and Locust Streets.

Work completed includes construction of bridges over Galloping Hill Road, Chestnut Street and Locust Street, a high-level canopied passenger platform between the tracks, and a passageway to the platform.

Contracts for construction of the passenger station building and parking lot will be let this summer.

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(no map)

DIVISION OF RAILROAD TRANSPORTATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



Public Information
AREA CODE 609...292-3105

1966

Application to DHUD for Federal Grant to purchase commuter cars

Trenton, New Jersey

FOR IMMEDIATE RELEASE

State Highway Department, Division of Railroad Transportation announced today that the final application for a Federal Grant to purchase modern, high speed commuter cars that will operate in territory served by the Pennsylvania Railroad has been filed with the Department of Housing and Urban Development.

Railroad Division said that the cars will each be powered with electric motors giving excellent performance capability and each will carry about 120 seated passengers; other features of the cars are as follows:

They will be capable of speeds in the 95 = 100 mph range;
They will be capable of rapid acceleration and smooth braking
permitting fast schedules and still retain frequent station
stops;

They will be constructed six inches wider than other railroad cars to permit a more comfortable 3-2 transverse seating arrangement;

The cars will have fixed seats for maximum passenger comfort and will have fully controlled temperatures with air conditioning and electric heating;

They will have remotely controlled doors; a center door

for rapid loading and unloading, automatic couplers, modern lavatories and a public address system.

Railroad Division said the application requests \$5 million in Federal funds to be matched equally with State funds and that as soon as approval is received bids would be invited to construct as many as 40 of the cars; that the actual number to be initially constructed would depend upon the bids and the appropriation to the Division of Railroad Transportation for the year beginning July 1, 1966. The State currently has \$2,0000,000 for new passenger cars and the budget for the coming fiscal year includes \$3 million more to bring the State's matching share up to \$5 million. Administration spokesmen have stated that unless there is enacted a broad base tax that the appropriation for the new car matching funds would be deleted. The available \$2,000,000 equally matched would purchase only about 14 of the modern, high density cars. A total of about 80 cars will be necessary to provide new cars for all New Jersey commuters who patronize the Pennsylvania Railroad services.

The application was filed under the terms of the Urban Mass Transportation Act of 1964 whose principal sponsor was Senator Harrison A. Williams of New Jersey.

Railroad Division reported that the subsidy payments to the Pennsylvania Railroad ended on June 30, 1965 and that the new electric passenger
cars are being provided in lieu of subsidy. He pointed out that the
Aldene Plan which is scheduled for completion late this year marked
the beginning of the State's suburban railroad capital improvement

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program and that the new cars to serve commuters from Trenton, New Brunswick, Elizabeth, Perth Amboy, Metuchen and other stations on the Pennsylvania Railroad was the second phase of the program.

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

REIEASE Thursday PM's



AREA CODE 609 --- 292 - 3105

TRAFFIC REGULATION
Replacing No-parking Signs
U.S. 130
Camden County

Trenton, April 21 - The New Jersey State Highway Department today announced that "no-parking" signs have been replaced with "no-stopping or standing" signs along Route U.S. 130 in Camden County.

A Highway spokesman said the no-stopping or standing signs are allinclusive, thus more easily enforceable.

He explained, a person might make a temporary stop at the curb, remain in the car while talking or have someone run an errand. If approached, he may truthfully say he is not parking, only stopping for a moment. This defeats the purpose of the regulation which is to keep the roadway clear of standing traffic. The regulation does permit emergency stops; brief pauses to discharge or take on passengers at hospitals, hotels or schools.

The new signs have been placed on both sides of U.S. 130 from Big Timber Creek north to the Camden-Burlington Counties Line.

RP-66-5, 6, 7

no map

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

RELEASE THURSDAY P.M.



AREA CODE 609 --- 292 - 3105

1966
Wrightstown-Cookstown Rd.,-Adv.
Wrightstown Borough
New Hanover Township
Burlington County
Federal Aid Secondary

Trenton, April 21 - The New Jersey State Highway Department today announced bids will be received May 12 on a Federal Aid Secondary Project for reconstruction of Wrightstown-Cookstown Road in Burlington County.

Work on the 1.8 mile project will consist of reconstruction of the existing road from Rexall Avenue to East Arnold Avenue in Wrightstown Borough and New Hanover Township.

The bituminous concrete job will include widening from two to four lanes with similarly paved shoulders and the elimination of an avoidable bend.

A considerable expansion of traffic in the area has made this improvement necessary. In fact, the reconstruction of this portion of county road #528 will complete the updating of the link between Cookstown and Wrightstown which already carries a heavy load of trucking.

The cost of the project, which is expected to take 160 working days to complete, will be shared by the federal government and Burlington County. All bids will be reviewed before a contract is awarded.

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FAS S131(2) (No Map)

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609 --- 292 - 3105

IMMEDIATE RELEASE

1966
LANDSCAPING
Route 46
Ridgefield Park
Bergen County
Plus preview of other
landscaping activities

Trenton, April 15 - A Highway Department beautification project on Route 46 is augmenting beautification efforts by the "Keep Ridgefield Park Beautiful" Committee in the Bergen County township.

Highway Department landscape crews today started planting 59 maple and crabapple trees and continued the planting of 400 forsythia bushes along Route 46 in the vicinity of Winant Avenue.

The Ridgefield Park committee independently is pursuing a municipal beautification program which brought it a distinguished accomplishment award from the federal government for its 1964 activities.

A Department spokesman said its planting project is part of a continuing program of statewide highway beautification in progress. Among other projects, the spokesman explained landscape plans are completed for Interstate 95 in the vicinity of Fords in Middlesex County, on Interstate 278 in Bayway and on Interstate 80 in the vicinities of Stanhope, Netcong and Troy Hills. Landscaping will also be completed on State Route 47 from the Garden State Parkway to Wildwood, and on Route 82 in the vicinity of Union.

In addition snow fence planting will be completed this year in 12 locations which will serve a two-fold purpose of replacing wooden snow fences in winter and serve aesthetically in other seasons of the year. This is also part of a continuing landscaping program. (more)

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1966
LANDSCAPING
Route 46
Ridgefield Park
Bergen County
Plus preview of other
landscaping activities

The locations of the snow fence planting this season are:

- U.S. 202 and U.S. 46 Netcong Traffic Circle
- U.S. 206 and Interstate 80 interchange in Morris County
- U.S. 202 Route 12 traffic circle in Flemington, Hunterdon County
- U.S. 1 Milltown Road interchange in Middlesex County

Route 69 Pennington traffic circle Mercer County

Route 174 Whitehead Road in Trenton

U.S. 206 - Route 68 Manfield Square interchange in Burlington County

Route 68 Georgetown-Fort Dix interchange in Burlington County

U.S. 206-Route 70 Red Lion traffic circle in Burlington County

Route 73 Maple Shade overpass

Routes 73 - U.S. 130 interchange at Pennsauken and Haddonfield Roads
Routes 70 and 72 Buddtown traffic circle in Burlington County

Presently the Department is engaged in planting to partially screen 35 junkyards

along State highways. Locations for ten major safety rest areas on the five

principal interstate routes are under study, and additional small roadside rest

areas are now in operation. Desirable locations for scenic overlooks along the

State Highway System are also being selected.

Since January 1960 to January 1965 the Department has completed 118 miles of landscape improvements. During 1965 38.8 miles were added.

From statistics available New Jersey ranks near the top in the nation for landscaped miles completed or underway on the interstate and primary system of

highways. #####

(no map)

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609 --- 292 - 3105

RELEASE FRIDAY P.M.

Landscape Screen Planting - BID Bergen, Essex, Hunterdon, Morris, Passaic, Warren Counties

Trenton, April 15 - The New Jersey State Highway Department today announced no bids were accepted on a proposed landscape screening project in six northern counties.

The one bid presented was rejected because the guarantee required by the Department was not sufficient, and the required financial statement was not submitted.

The Highway Department plans to readvertise the project which calls for planting of 1,041 trees and 2,545 shrubs at eleven locations along State highways in Bergen, Essex, Hunterdon, Morris, Passaic and Warren Counties. The trees and shrubs would be of various types and sizes, mostly evergreen.

The project is intended to conceal unsightly areas along the highways in accord with the President's highway beautification program.

Landscape Screen Planting (No Map)

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

RELEASE UPON RECEIPT



AREA CODE 609 292 - 3105

1966 STATE AID - CAPE MAY COUNTY

Trenton, April 15 - The New Jersey State Highway Department today announced it has allocated \$101,000 in State roadbuilding aid to 15 municipalities in Cape May County.

The aid was provided from one of five separate funds which have been authorized by the State Legislature to provide approximately \$16 million in aid to the New Jersey counties and municipalities each year.

Under the provisions of this particular aid source (Allotment Fund), the New Jersey State Highway Department annually receives applications from municipalities interested in constructing or reconstructing portions of their road and street systems. Allocations to each municipality requesting aid in this category are then reviewed with an eye to their relative need. Through this fund a total of approximately \$100,000 is available annually to municipalities within each county.

The amount set aside for each municipality represents the State's share in the total cost of an approved municipal project. The State share may be up to 90%. Subsequent construction plans are reviewed by the State Highway Department which also checks materials and construction work.

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NOTE TO EDITORS: Complete allotment list is attached.

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STAT STAT

Traffic Conditions Report

STATE HIGHWAY DEPARTMENT

Bureau of Public Information Trenton 25, New Jersey

RELEASE FRIDAY APRIL 15, 1966

Trenton, April 15- The New Jersey State Highway

Department today issued a list of locations where

road construction may cause delays during the

week of April 16- April 22, 1966.

Atlantic

Route U.S. 30 - U.S. 9, Absecon and Pleasantville -- Traffic on Route 9 north of the White Horse Pike will be limited to one lane in each direction from 7 a.m. to 5 p.m. Monday through Friday for the nex: 2000 weeks.

Bers en

Route 17, Paramus, Ridgewood -- Interchange construction at Linwood Avenue and Paramus Road will include widening Route 17 from two to three lanes and providing interchange facilities between Route 17, Linwood Avenue and Van Emburgh Avenue as well as between Route 17, Paramus Road and East Glen Avenue. The southbound roadway is now in use. Linwood Avenue overpass is open.

Northbound Route 17 traffic will be detoured to southbound lane from 500 feet north of Grandway Market one half mile north to approach to Saddle River Brilge.

Two-ray traffic on East Saddle River Road will be subject to delays, and all traffic on East Glen Avenue will be stopped at Paramus Road. Temporary traffic signals will be operating on Route 17 for

WEEK OF APRIL 16 - APRIL 22, 1966

all turns at Saddle River Road. Until summer, 1966.

Burlington

Interstate Route 295, Route 38, Mt. Laurel, Maple Shade, Moorestown -- Detours at Fellowship Road, Mt. Laurel Road, Route 38. Three Ianes of Route 295 traffic to be carried in each direction separated by a grass median island from Route 73 northward to Route 38. Work will continue until the summer of 1967.

Burlington-Camden

Route 38, Maple Shade and Cherry Hill -- Slight interference to both directions of traffic on Route 38 for the next six weeks at the site of interchange construction for Routes 38-73-41. The project will be completed during the summer of 1967.

Camden

Route 70, Cherry Hill -- Delays for the next three weeks during construction of crossovers.

Cumberland

Route 47, Vineland -- Some delay while drain pipes are laid to relieve flooding conditions.

Route 49, Bridgeton -- Slight delay during gas main installation.

Essex-Union

Interstate Route 78-Route 24 interchange, Summit,
Millburn, Springfield, Union -- Some delays on local

(more)

TRAFFIC CONDITIONS REPORT

Essex-Union cont'd.

roads in the construction area during construction of bridges, local road relocation and grading operations until December, 1967.

Middlesex

Route 32, South Brunswick and Monroe Townships —
During drainage installation work, traffic will be
restricted on Route 130. When completed, Route 32
will be a dual highway carrying two traffic lanes
in each diection from Route 130 eastward to a
future connection with the N.J. Turnpike. Until
fall, 1966.

Monmouth

Route 36, Middletown, Keansburg, Atlantic Highlands

-- Widening from one lane to two lanes in each
direction separated by a barrier curb. Delays may
be expected at various locations. Until August,

1966.

Morris

Route 46, Parsippany-Troy Hills, Mt. Lakes -- Jug handles for eastbound Route 46 at Cherry Hill Road; for westbound Route 46 at Intervale Road. Delay in the construction area until the fall of 1966.

Morris-Somerset

Interstate Route 78, Bernards, Warren, Passaic, Watchung -- Three lanes of dualized freeway to be carried in each direction separated by a land-scaped median. Bridge building for local road crossings will cause detour and slight delay until the fall of 1966.

Ocean

Route 37, Dover Township -- Delay in the construction area for the next six months during dualization from Martin Avenue eastward to the Mathis Bridge. Three lanes of traffic will be carried in each direction when construction is completed in May, 1966.

Passaic

Interstate Route 80, Wayne -- Complex of ramps and bridges at Interstate Route 80, Route U.S. 46, Route 23 interchange now under construction will cause delay in the area until the end of 1967.

Salem

Interstate Route 295, Upper Penns Neck, Oldmans
Township -- Bridges to carry local roads over or
under mainline of Route 295 are under construction
and detours will be used until the end of 1966.

Somerset

Route U.S. 22, North Plainfield -- Intermittent delay may be expected while excavation and drainage construction proceeds for the next two months.

Interstate Route 78, Bridgewater, Bernards, Warren
-- Some delay during bridge construction to connect
local roads in the area prior to mainline construction.
Until the summer of 1966.

Somerset-Hunterdon

Interstate Route 78, Tewksbury, Readington, Bedminster
-- Some delay on local roads during bridge building.

Three lanes to be carried in each direction on
dualized freeway when completed in August 1966.

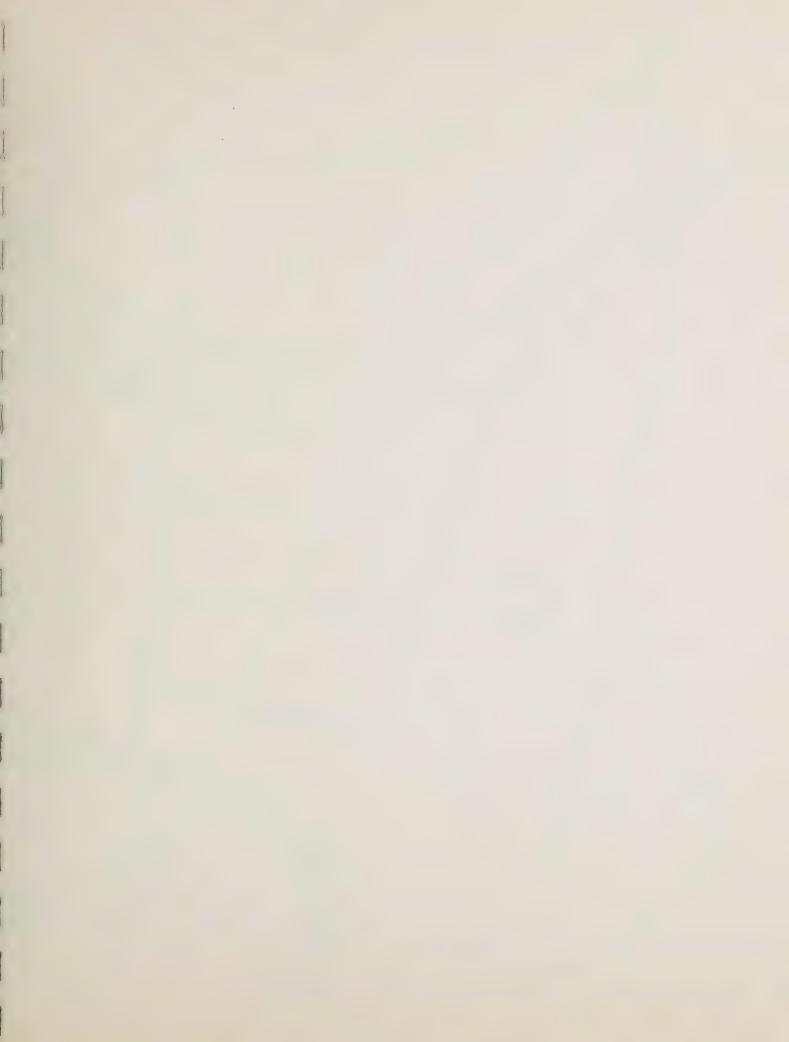
Somerset-Union

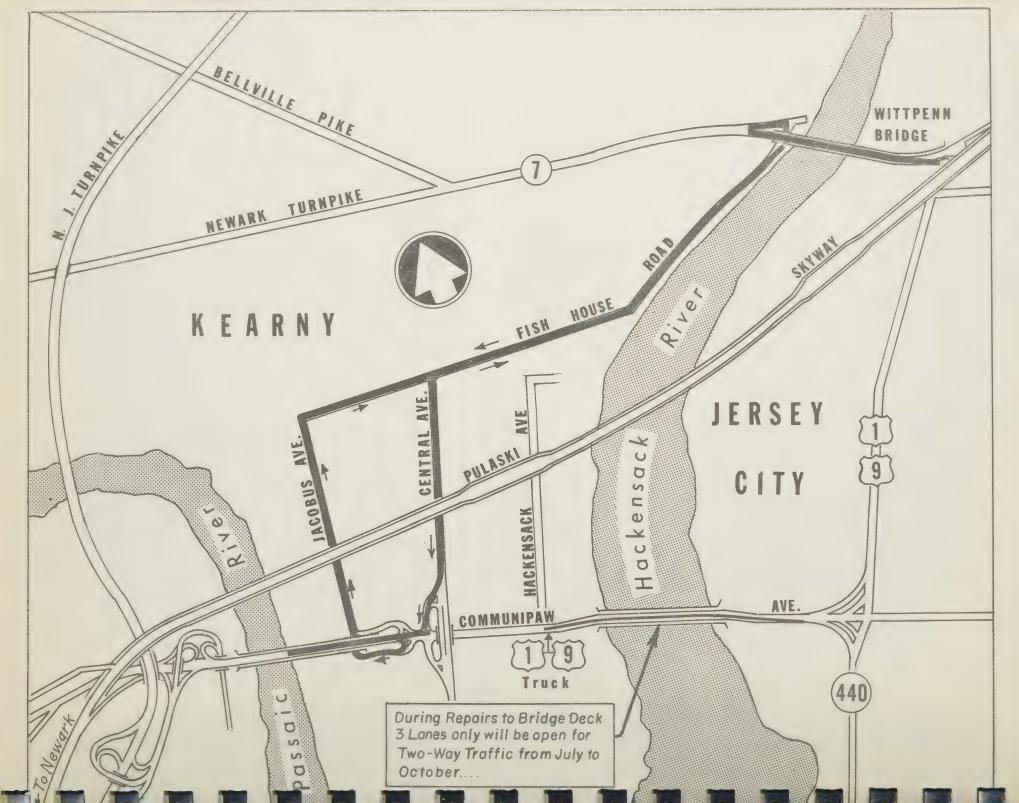
Interstate Route 78, Watchung, Berkeley Heights -Bridges under construction to carry Plainfield
Avenue and Stoney Hill Road over the new highway.
Detours until summer of 1966.

Union

Interstate Route 278, Elizabeth -- Some delay in the area during construction of three lanes of traffic in each direction from Bayway Avenue to the Goethals Bridge. Until August 1966.

Aldene R.R. Plan, Hillside -- Grade crossing elimination. Cedar Street will be closed at the intersection with Central Avenue. Central Avenue will be closed at the intersection with Dod Place. Until November, 1966.





NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

RELEASE THURSDAY P.M.



AREA CODE 609 --- 292 - 3105

1966
Route U.S. 1 & 9 (truck) - ADV
Town of Kearny
City of Jersey City
Hudson County
Hackensack River Bridge
REDECKING

Trenton, April 14 - The New Jersey State Highway Department today invited road building firms to submit bids May 5 on the first of two contracts needed to redeck the Route 1 & 9 bridge over the Hackensack River in Hudson County and erect a 32 inch high center barrier for most of the half mile distance between Hackensack Avenue in Kearny and Route 440 in Jersey City.

A Highway Department spokesman said major work on the bridge deck cannot proceed until a second contract is completed in July.

The second contract, to be advertised within a few weeks, will prepare by-pass routes to siphon traffic off the heavily travelled bridge. This contract calls for improving Central Avenue and Fish House Road, and initial construction for an interchange at the junction of Fish House Road and Route 7 just west of the Wittpenn Bridge.

Traffic studies for the Hackensack River Bridge show that over one-third of the volume is heavy regional and national trucking. Normal inspection under the Department's preventive maintenance program indicates replacement of the deck is needed at this time to avoid great expense in the future and maintain continued safe movement of traffic.

The key highway to be affected by the work scheduled for this summer and fall is the #1 and 9 Truck Route which extends east from the foot of the Pulaski Skyway in Newark to the Holland Tunnel.

(more)

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1966
Route U.S. 1 & 9 (truck) - ADV
Town of Kearny
City of Jersey City
Hudson County
Hackensack River Bridge
REDECKING

The bridge to be repaired carries six lanes of traffic over the Hackensack River between Kearny and Jersey City. To replace its deck, the Highway Department plans to close the eastbound half of the bridge early in July, replace the deck, shift traffic to the new portion and then repeat the process on the westbound half. The entire job is expected to be completed in October.

During construction, two-way traffic on the Hackensack River Bridge will be carried in three traffic lanes, with the center lane being reversible to carry the dominant flow of traffic. When traffic is light, normally between 8 p.m. and 6 a.m., the lane nearest the work area will be closed.

Highway Department engineers, realizing the impact of the traffic restriction, have mapped an alternate route around the bridge.

- 1. <u>Eastbound traffic</u>. Through-trucking bound for the Holland Tunnel or points in Hudson County may pass over the <u>Passaic</u> River Bridge and take the righthand ramp which leads down to Jacobus Avenue, pass under the bridge and follow Jacobus Avenue to Pennsylvania Avenue and Fish House Road. Trucks and passenger cars will follow this road to a connection with Route 7. At this point traffic can follow Route 7 east to Jersey City and the Holland Tunnel.
- 2. Westbound traffic. Traffic leaving the Tunnel and Hudson County which wants to by-pass the partially closed bridge will pick up Route 7 in Jersey City, turn onto Fish House Road and follow the road to Central Avenue or to Jacobus Avenue, and take either of these avenues to Route 1 & 9 westbound near the Passaic River Bridge. (more)

1966
Route U.S. 1 & 9 (truck) - ADV
Town of Kearny
City of Jersey City
Hudson County
Hackensack River Bridge
REDECKING

Another by-pass route is the New Jersey Turnpike spur between Newark Airport and the Holland Tunnel.

To prepare the alternate route for increased traffic, the Highway Department is readying plans to widen and resurface Pennsylvania Avenue and Fish House Road as well as to ease sharp curves in its alignment for large trucks. This work is expected in May, and will be completed before the bridge project starts in July.

The junction of Route 7 and Fish House Road will be improved to provide easier turning movements. This work also will begin in May, and be completed before the bridge is partially closed. To ease traffic delays, the Department also has asked the Army Corp of Engineers to permit restriction of openings of the Route 7 Bridge (Wittpenn Bridge) and the Route 1 & 9 Bridge.

Under the contract advertised today, construction crews will replace the entire bridge deck which spans 1200 feet of the river and the adjacent meadows. The steel grid lift span - 280 feet long - in the center of the bridge will not be replaced.

From the east end of the future bridge deck to Hackensack Avenue, a distance of some 600 feet, temporary traffic signals will be installed to route traffic.

Beyond the west end of the bridge deck to Route 440 - about 1,000 feet - another set of traffic signals will be installed.

(with map)

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

AREA CODE 609 --- 292 - 3105

RELEASE Thursday P.M.

1966
Route U.S. 30 - ADV
City of Absecon
Atlantic County

Trenton, April 14 - The New Jersey State Highway Department today announced bids will be received May 5 on a Route U.S. 30 resurfacing project in Atlantic County.

Work will consist of resurfacing the westbound lanes of the highway from the vicinity of Summit Avenue to the vicinity of Delilah Road in Absecon.

A Highway Department spokesman explained that the westbound lanes have settled below normal grade, and the resurfacing work will bring the westbound lanes up to their formal level.

Costs of the 1.12 mile project, which is expected to be completed in 30 working days, will be paid by the State Highway Department. All bids will be reviewed before a contract is awarded.

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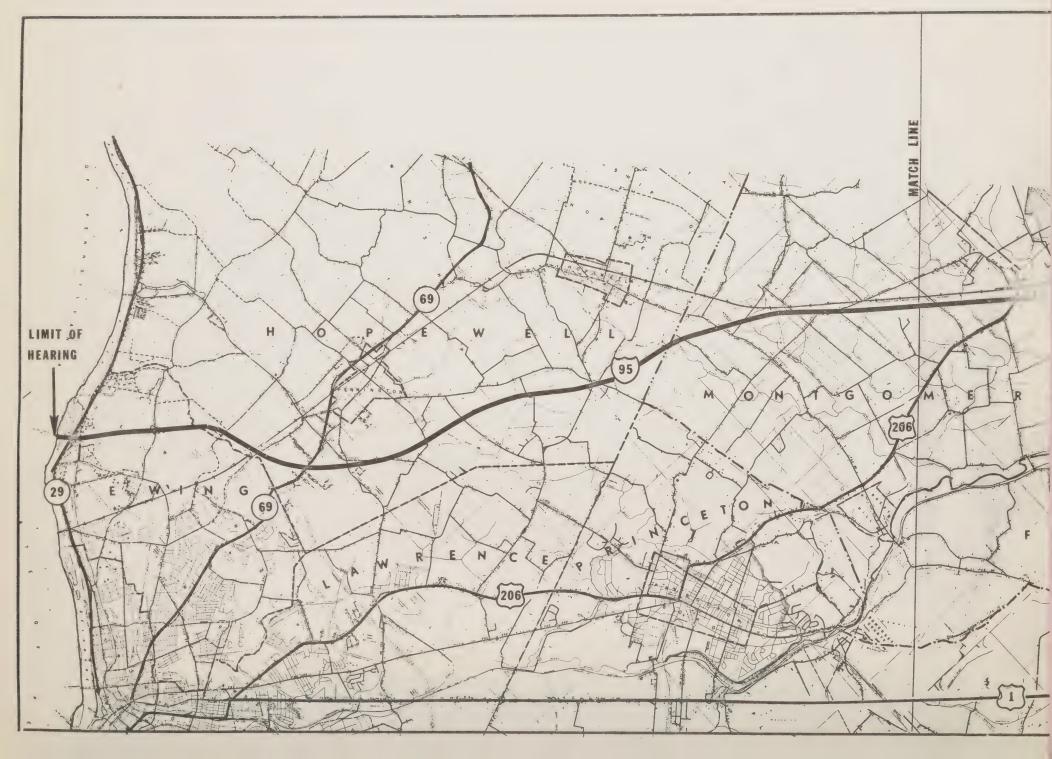
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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

IMMEDIATE RELEASE



AREA CODE 609 --- 292 - 3105

1966
Interstate Route 95
Mercer, Somerset and
Middlesex Counties
PUBLIC HEARING

Trenton, April 14 - The New Jersey State Highway Department will publicly present a proposed alignment May 18 for Interstate Route 95 in Mercer, Somerset and Middlesex Counties which mainly conforms to recommendations advanced by county officials.

A map showing the proposed alignment will be explained by Highway engineers at a public hearing to begin at 10:30 a.m. in the Hillsborough Township Volunteer Fire Company No. 2 on Route 206.

The map shows the proposed alignment traverses Ewing and Hopewell Townships in Mercer County. In Somerset County, involved municipalities include Montgomery, Hillsborough and Franklin Townships. In Middlesex County the proposed alignment crosses Piscataway Township and enters South Plainfield Borough.

A Department official emphasized that the path the highway would follow in Mercer County conforms to the requests and recommendations of Mercer County officials.

He added that the alignment also conforms to the path proposed by the Somerset County Planning Board with the exception of a divergence north of the Millstone River where the alignment shifts eastward to provide an additional crossing of the Raritan River.

The Department official mentioned that the proposed alignment in Middlesex County has received little opposition from county officials.

1966
Interstate Route 95
Mercer, Somerset and
Middlesex Counties
PUBLIC HEARING

The southern limit of the proposed alignment to be presented at the hearing is the Scudder Falls Bridge at the Delaware River. The northern limit is the Interstate Route 95 (formerly Interstate Route 287) in South Plainfield.

Beginning at the south end, Route 95 now follows an existing freeway which is carrying traffic from the Scudder Falls Bridge to Scotch Road in Ewing Township. In the vicinity of Scotch Road, Route 95 would extend north passing approximately 1.5 miles east of Pennington and roughly 2.5 miles west of Lawrenceville.

Farther north the alignment would pass about two miles east of Hopewell Borough.

About three miles north of Hopewell the alignment converges on the Reading Railroad, then parallels the east side of the railroad until the alignment comes abreast of Millstone Borough.

The alignment then gradually curves east from the railroad in an arc about a mile north of Millstone, then crosses the Millstone River and the Delaware and Raritan Canal just east of the junction of Demott Lane and Easton Avenue in Franklin Township.

The alignment continues esst to a point between Cedar Grove Lane and Demott Lane where it curves slightly to the north and crosses the Raritan River, near the junction of Easton Avenue and Demott Lane.

In Middlesex County the alignment continues in a northeasterly direction, traverses the northern portion of the River Road campus of Rutgers University.

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1966
Interstate Route 95
Mercer, Somerset and
Middlesex Counties
PUBLIC HEARING

The alignment would pass about a quarter mile east of Lake Nelson on its way to its junction with Route 287 in South Plainfield.

A Department spokesman explained that Interstate Route 95 eventually will extend from Miami, Florida to the northern border of Maine. In New Jersey the freeway will extend 74 miles from Ewing Township to the George Washington Bridge. He added that sections of Route 95 now carrying traffic include a 30-mile section of the New Jersey Turnpike from near the George Washington Bridge south to Route 1 in Edison, Middlesex County, and a ten-mile section of Route 287, which is doubling as Route 95, extending west from Route 1 beyond South Plainfield to South Bound Brook.

Ninety percent of the costs of Interstate highway construction is paid by the federal government while the remaining ten percent is paid by the State Highway Department.

I-95
Public Hearing
(with map)

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